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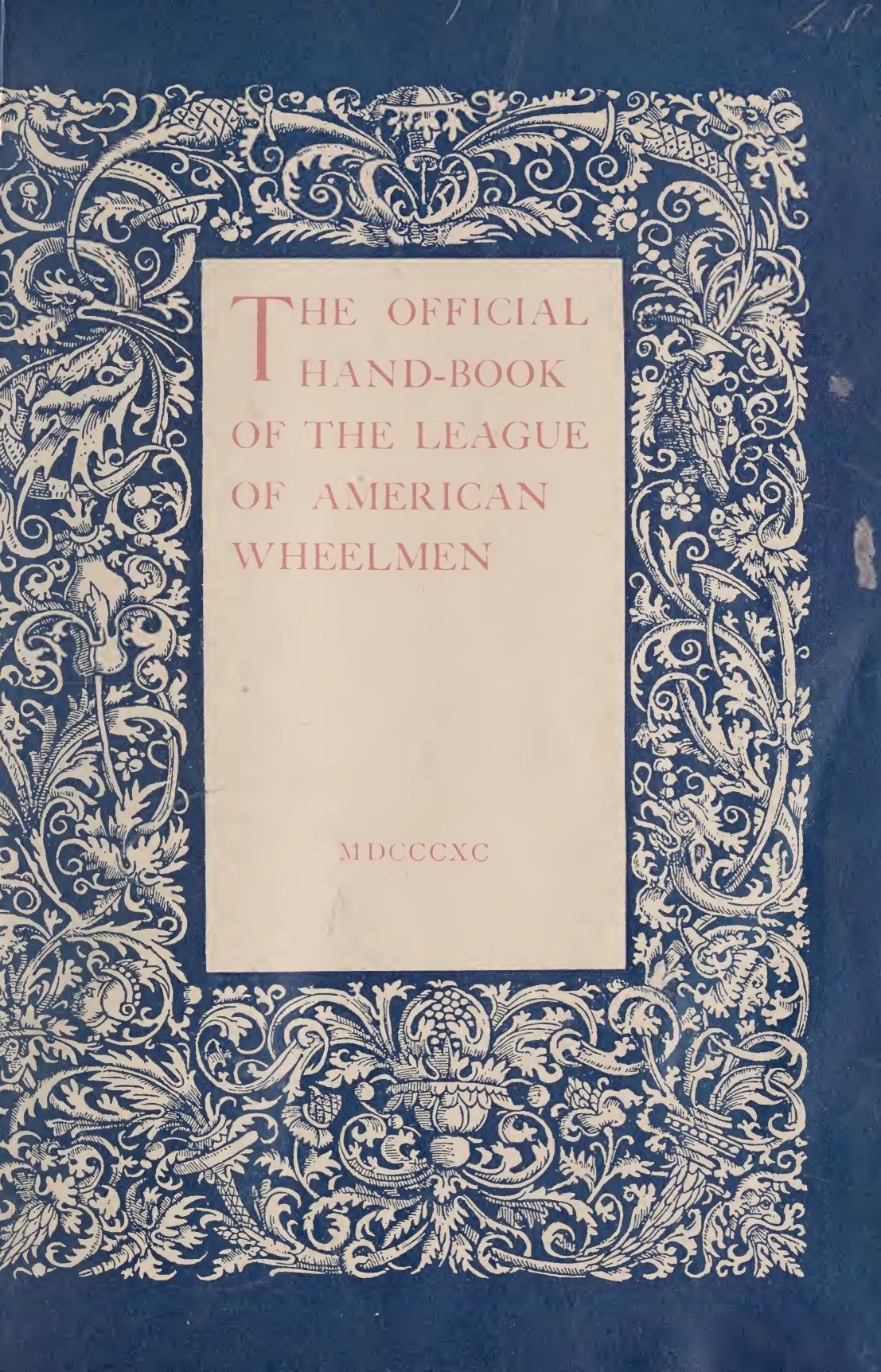
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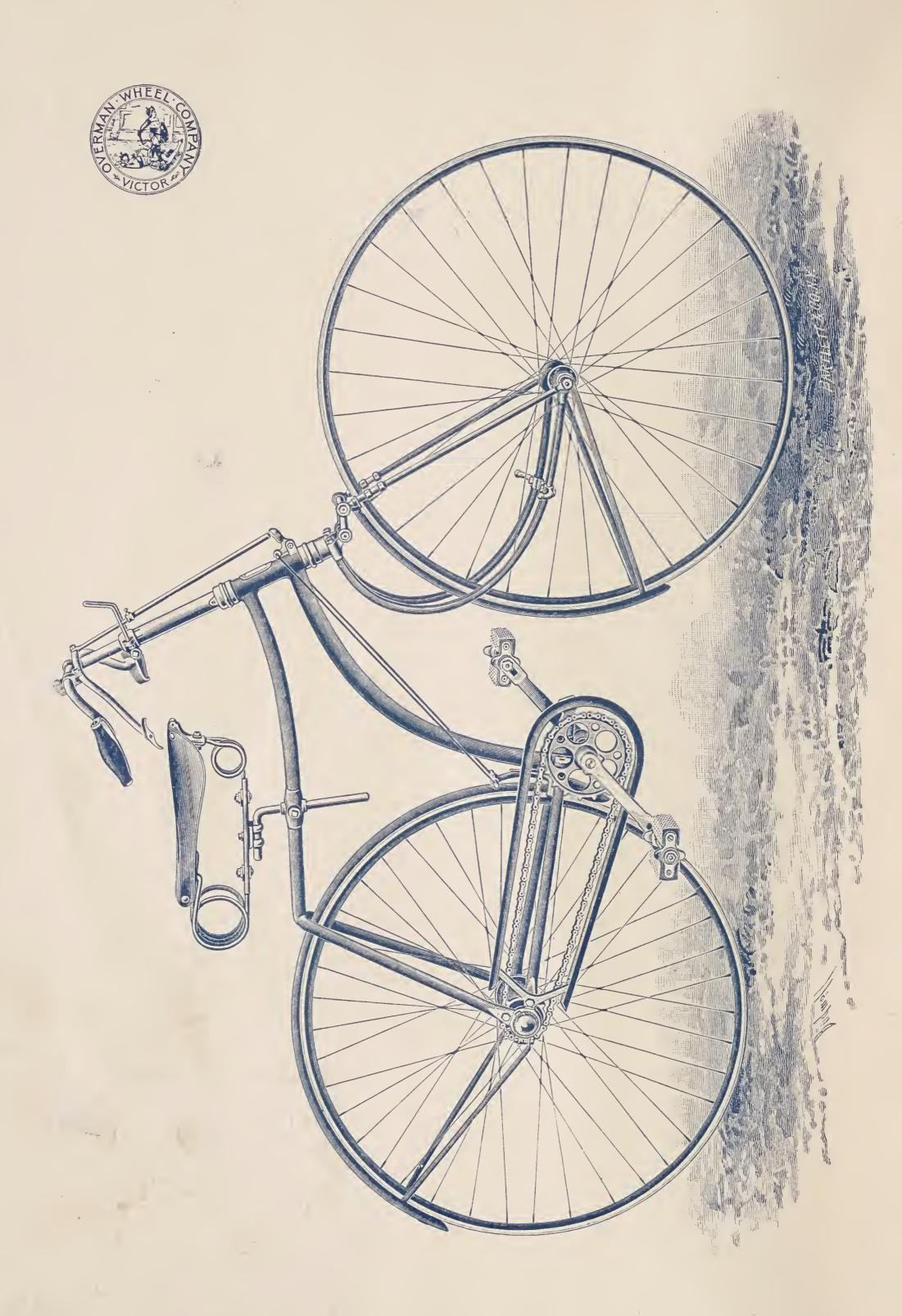














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of the

League of American Wheelmen

COMPLETE LIST OF LOCAL CONSULS, LEAGUE HOTELS AND RATES, AND REPAIR SHOPS IN THE UNITED STATES: THE POLICY OF THE NATIONAL GOVERNMENT FOR 1890: SYNOPSIS OF STATE LAWS REGARDING WHEELMEN: THE L. A. W. CONSTITUTION AND BY-LAWS: RACING RECORDS, REGISTER OF BICYCLE CLUBS IN THE COUNTRY, NAMES OF OFFICERS AND NUMBER OF MEMBERS; ARTICLES ON THE ROAD QUESTION: TOURING: ETC.

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PREFACE,

BY THE PRESIDENT.

Believing that the interest of the members of any organization is best maintained by providing them with the fullest possible information of the aims, policy and labors of its officers, the Executive Committee of the League of American Wheelmen decided, early in the present administration, to issue a hand-book or compendium containing such facts as should be in the hands of every member. The expense of such a publication was found greater than the income of the League would warrant, and a most satisfactory arrangement was made with Mr. Andrew F. Power by which he undertook the compilation of the matter authorized by the committee, and was empowered to publish the present volume under certain proper conditions. The generous recognition of the value of this work on the part of the advertising public, which has made Mr. Power's undertaking successful, deserves this expression of our hearty appreciation.

We trust the members of the L. A. W., who receive this volume free and postpaid, will realize in some slight degree the amount of labor, care and time expended by the various committees and individuals who have contributed to its pages. In so far as the reading matter is of a statistical or official character, it is supplied or authorized by the League officers and committees, permission having been granted for the publication of all other contents. We believe the work done by the compiler will be gratefully appreciated, and desire to express here officially our thanks for his industrious efforts to secure an early publication of the work. It is, perhaps, our duty to say that something of the delay experienced has been the fault of various contributors to the work.

It has been deemed expedient that the plans and policy of the Executive Officers of the League should be somewhat fully outlined at this time.

The objects of the League of American Wheelmen, as set forth in its original Constitution, have been in a remarkable degree accomplished. Since the rights of wheelmen have become, with some notable exceptions, very generally recognized, it has been apparent that some object more definite in its character and broader in its scope than the "encouragement of fraternal intercourse between riders of the bicycle" must be adopted as a fundamental part of our platform.

Following this train of reasoning, it was natural that the great question of improvement of the highways of the country became, by common consent, first a suggestion, then a principle and now the *platform itself*. Coming into the office of president fully abreast of the contemporaneous workers, at a time when much thought was devoted, much labor bestowed, and many lines of effort were already showing fruition, it is now my privilege and pleasure to recognize with due honor the achievements of the preceding administrations. With little self-confidence, but the most earnest desire to perform the functions of my office faithfully and fairly, I have assumed its work, realizing that however much a lack of success might be attributable to an unwise choice of agencies, the whole responsibility for *failure* must rest upon the

Executive. An organization of so peculiar a character as this cannot accomplish good results upon a divided responsibility, nor can its responsible head expect success without the faithful and sympathetic co-operation of the men having charge of the various lines of work of which he has the oversight. Immediately upon assuming office, the Executive Committee accorded a gratifying indorsement to the policy outlined by the president, in pursuance of which conferences were held with the various committees, as far as practicable, and for some a large amount of work was mapped out. By an amicable agreement the Committee on Rights and Privileges was charged with preparing such legislative bills as it is deemed best to promote, while the Committee on Improvement of the Highways assumed the duty of arousing and encouraging, by literary and educational methods, the already awakening interest. By this agreement all possibility of friction due to conflicting constructions of the Constitution and By-laws was avoided. The special features of the work of the Committee on Rights and Privileges embrace a codification of the "Laws of the Road" and the rights of wheel and foot passengers, as well as of special enactments and legal decisions relating directly to the use of bicycles; the preparation of legislative measures when desired by the state divisions; aiding and, if need be, assuming control of the political work required in such efforts; caring for the rights of individual members and the promulgating such general or specific information as may be required by members individually or collectively. The high character and standing of Mr. Boyle warrants entire confidence in the work of his committee.

The theory upon which the Committee on Improvement of the Highways was instructed to act is concisely stated in three words, "EDUCATION, AGITATION, LEGISLATION." Mr. Potter, the chairman, has undertaken the literary features, that is, the preparation and circulation of books, pamphlets and circulars, and the publication in the periodical press of every class (from the quarterly reviews to the syndicated country weeklies) of essays and arguments by political and scientific writers, whose services are specially secured for the purpose. Mr. Mott assumes the vast labor of compiling statistical information, by means of which the committee can at any time furnish "facts and figures" as to the local effect of any proposed legislation, it being believed that by this means editors and legislators may allay the apprehension of farmers and others of largely increased taxation for contemplated improvements.

Major Burdett has charge of a new feature, for which no better name can be found than the Lecture Bureau. It is within his especial province to enlist the services of the best and most available men (not only within our ranks) to address public gatherings or the meetings of interested associations, wherever local arrangements can be made therefor. It is hoped that through this agency the League may command increased respect and receive a more favorable recognition from the public. In this connection it will not be amiss to say that part of the president's policy is a plan to so enlarge the boundaries of the League that its membership may not be limited to the users of bicycles, but that all users of the highways, who are, strictly speaking, "wheelmen," may be brought into active association with us, or at least associate membership. The Constitutional Convention, if held at the annual meeting this summer, will involve the Committee on Rules and Regulations in much difficult work, which, it is unnecessary to say, will be creditably performed under Mr. Miles's wise direction. The work of the Racing Board, as is generally known, is of so ungrateful a character that I may be permitted to record here my hearty appreciation of the skillful management of affairs within its jurisdiction by Mr. Davol and his coadjutors.

The Hotel Committee I esteem of sufficient importance to make a special request for hearty and generous co-operation on the part of all Division officers with the able efforts of its chairman, Mr. Atwater. The value of the services of the former Committees on Transportation is so well understood that I need only say that Mr. Brewster will endeavor this year to "beat his own and all previous records." The important Committee on Membership, owing to the present happy harmony within our ranks, finds little to disturb the graceful dignity of Mr. Lawton and his associates.

I cannot but feel gratified by the earnestness of the members of the various committees and with the hearty accord given to my suggested plans of operation. This association is of so unique a character that we are apt to underestimate the services of its officers. With little that is homogeneous in our organization; without the closer bonds arising from a formal initiation and ceremonial; without grip or pass-word; with no secret ties or direct beneficial or insurance features; with a membership as wide as the Union and as diverse as its population, the wonder grows that the League of American Wheelmen still lives, and with each new year advances to greater usefulness and power. I can give no other reason than that our membership is made up of a class of clear-headed, thorough-going, warm-hearted gentlemen. With this thought before us, I will be pardoned if I add just this word of advice: bear always in mind that, as the League of American Wheelmen is an association of gentlemen, no worthy member will ever deport himself otherwise. Remember, that for a trifling annual payment all the personal benefits of membership are secured, in addition to the satisfaction of aiding, not only in the conservation of the rights of citizenship, but in a movement with which any man, young or old, may be proud to be identified. It is my belief that time will demonstrate that by wise, conservative and zealous effort we have first educated, then agitated, and finally legislated, the people into Your obedient servant. their rights.

JAMES R. DUNN.





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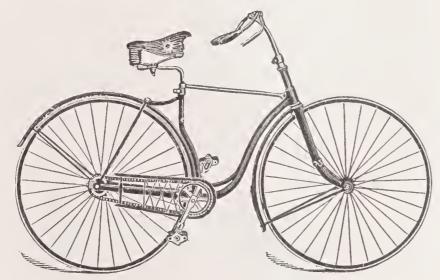
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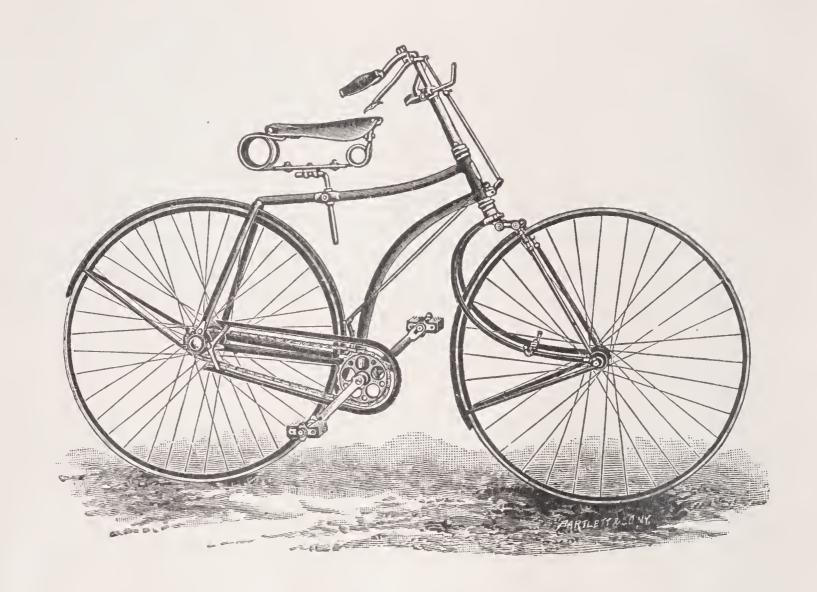
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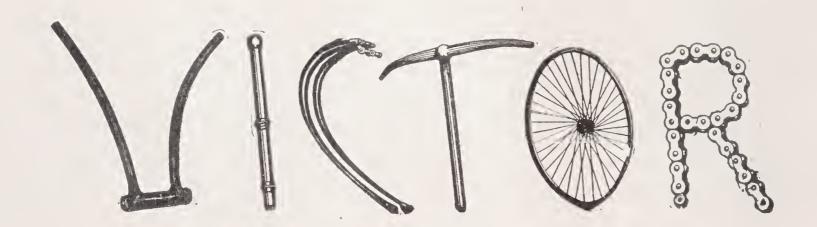
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REVISED TO DATE AND ARRANGED ALPHABETICALLY BY STATES.

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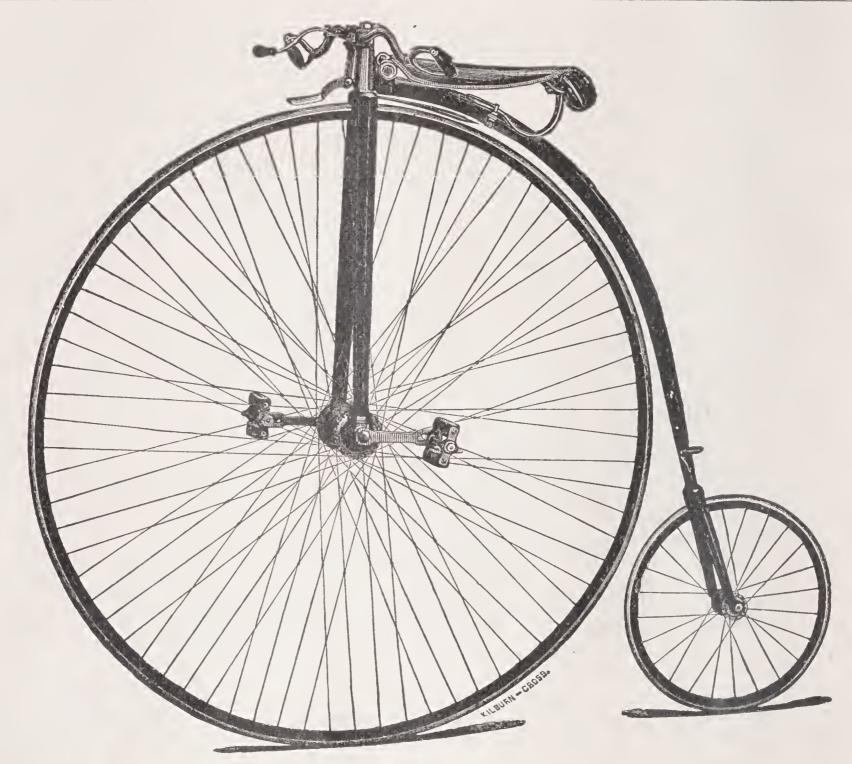
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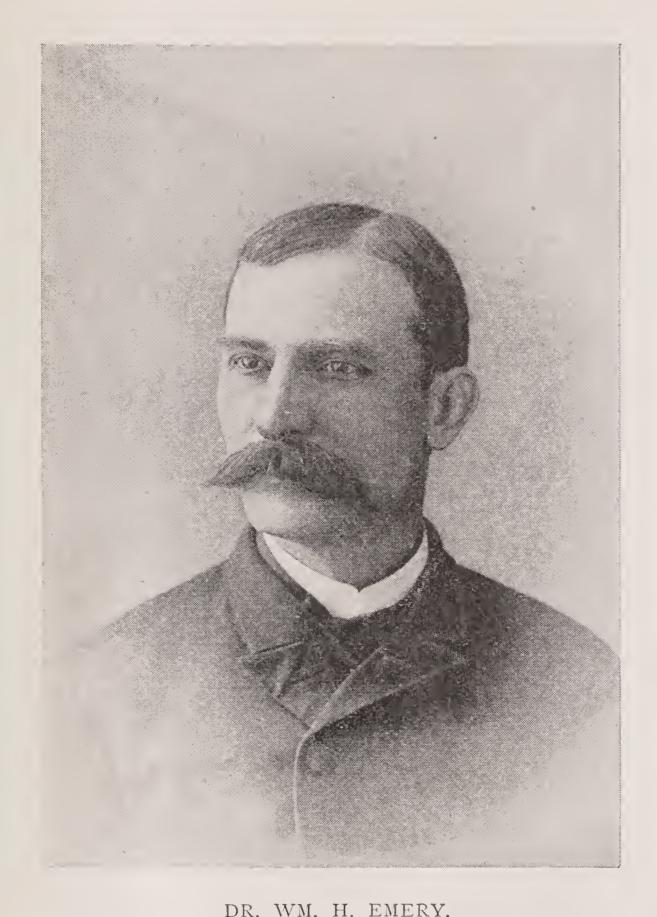
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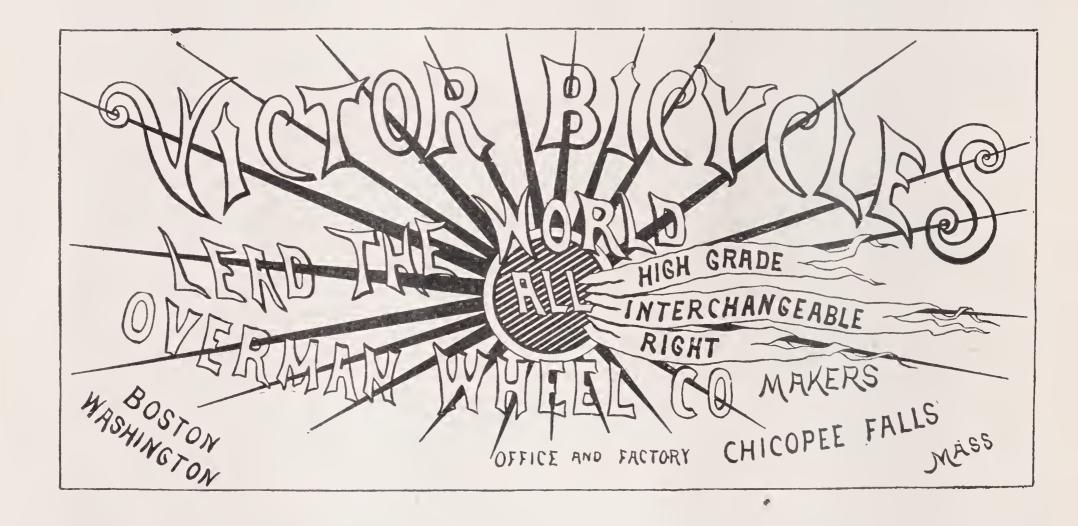
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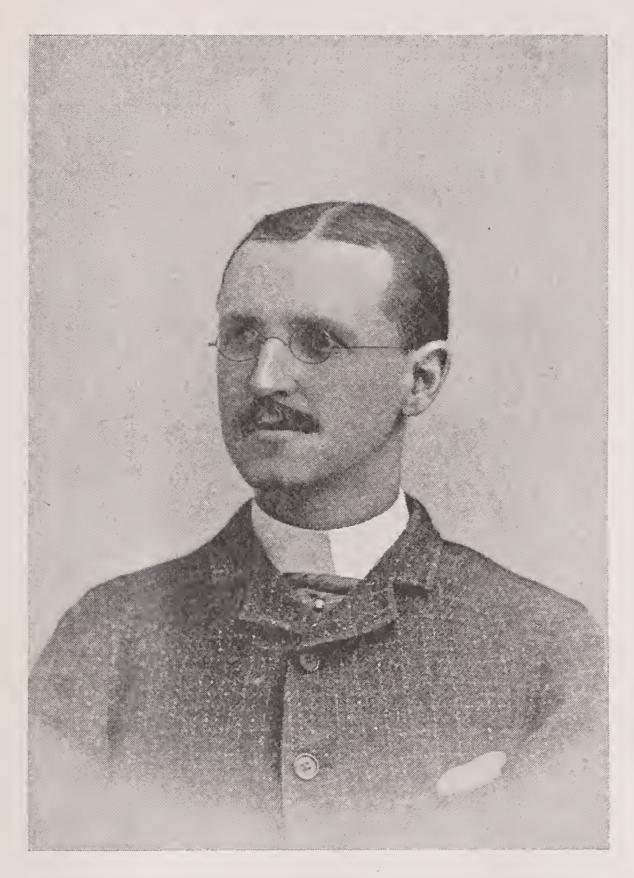


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Reedsville - Consul, F. M. Sterritt; Hotel, The Morrison House; Rate, \$1.25; Repair Shop, Jacob McDannell. Renovo—Consul, George W. Corwin, 109 7th St.; Hotel, Renovo House, Railroad St.; Rate, \$1.50. Ridgeway — Consul, Dr. W. L. Williams, Main St.; Hotel, The Hyde House, Main and Broad Sts.; Rate, \$1.50; Repair Shop, James McCune & Co. Rochester — Consul, Charles M. Miller; Hotel, The Doncaster House, Rochester Ave.; Rate, \$1.50. Scottdale — Consul, T. F. Cummings, 107 Pittsburgh St.; Hotel, The Scottdale House; Rate, \$1.00; Repair Shop, Kenney & Co. Scott Haven — Consul, H. H. Hosack; Hotel, The Osborne House, Suter; Rate, \$1.50. Scranton — Consul, J. A. Spencer, D. L. & W. R.R. Depot.; Hotel, The Lacka. Valley House, Corner Lacka. and Franklin Sts.; Rate, \$2.00; Repair Shop, E. R. Parker, 227 Wyoming Ave. Selinsgrove — Consul, T. C. Kantz, Water St.; Hotel, The Keystone, Market St.; Rate, \$1.50; Repair Shop, Jacob Bateman, W. Modock St. Sewickley — Consul, E. W. Dunbar; Hotel, The Park Place, Bank St.; Repair Shop, William Neely. Shamokin — Consul, A. J. Kurtz, Independence St.; Hotel, The Windsor, Independence St.; Rate, \$1.50; Repair Shop, H. Floyd, Commerce St. Sharon — Hotel, The Carver House, State St.; Rate, \$1.50. Sharpsville — Consul, W. G. Lowry, Mercer Ave.; Hotel, The Carver House, State St.; Rate, \$1.50; Repair Shop, J. W. Jackson, Shenango St. Shickshinny - Hotel, The Union, Union St.; Rate, \$1.50; Repair Shop, John S. Prince, Union St. Shippensburg — Consul, J. E. Sibbet, 170 E. Main St.; Hotel, The Sherman House, Main St.; Rate, \$1.25; Repair Shop, The Metcalfe Works. Slatington — Consul, William O. Davies, Lower Main St.; Hotel, The United States, Main St.; Rate, \$1.25; Repair Shop, Joseph Custard, Upper Main St. Smithport — Consul, Dr. F. C. Pierce, Main St.; Hotel, The Grand Central, Main St.; Rate, \$1.40. South Bethlehem—Consul, James E. Fatnall, 511 Seneca St.; Repair Shop, B Foundry and Machine Co. Summit Hill — Hotel, The Washington, White St.; Rate, \$1.00 Sunbury - Consul, Charles S. Bigony, The Neff House; Hotel, The Neff House, Market and Third Sts.; Rate, \$1.50; Repair Shop, J. J. Bateman, 355 E. Market St. Susquehanna — Consul, Harry C. Miller, 34 Main St.; Hotel, The Starrucca House,

THE "SINGER" CYCLES.

OVER 66,000 IN USE.



There must always be a fascination to those in the same line of business, and even something of interest to the general reader, in tracing a trade back to its beginnings. Bicycling in America has had a peculiarly rapid and steady growth. Its course can be spanned by a period of fifteen years, and yet its existence and continuance have been assured facts for nearly the whole of that space.

The Singer people take a pardonable pride in the knowledge that Singer wheels were pioneers in the field. In 1876 they were on exhibition at the

Centennial Exposition, and May 28, 1877, was the date of the arrival of the first bicycle at the port of Boston; it was a Singer "Royal Challenge," imported for his own use by Mr. A. D. Chandler, of this city. That ancient wheel is still alive and intact. It is owned and exhibited by the Pope Manufacturing Company. Its sturdy frame has stood the shocks of time and travel as only a wheel made upon honor could do. It offers a silent tribute to the high grade of material and workmanship used then as now by Singer & Co. Their works at Coventry, England, are the largest in the world, supplying wheels to a world-wide market. They are the heaviest importers to this country, having found a place here as early as 1876, when Mr. T. W. Lawton, of Baltimore, first introduced their goods. The Pope Manufacturing Company imported Singer wheels for a term of years; after that Messrs. Stoddard, Lovering & Co. took the agency, and they were succeeded in 1885 by Messrs. W. B. Everett & Co. The business remained in these hands until 1888, when it became the American branch of Singer & Co., with Wm. L. Ross as manager, at 6 and 8 Berkeley Street, Boston.

It has many times been said in the trade that 1888 was the "banner year" for the bicycling business in America. It was indeed a "banner year" with this house, but 1889 far exceeded it, and 1890 promises to eclipse even this good record.

It is held, and justly, that the American trade is indebted to Singer & Co. for their policy of offering the public none but the best wheel they could make, thus holding the trade to competition in that line of goods. Their cycles have not been forced into popularity by any meretricious methods, and their success is the natural result of the thought, labor and expense put into their construction.—*International Commercial News*.

Depot St.; Rate, \$2.00; Repair Shop, Henry Sperl, E. Main St. Swissvale — Consul, J. Pressly Tacony — Consul, Charles McCully, Corner Tulip and Tyson Sts.; Hotel, Charles Merz's, State St.; Rate, \$2.00; Repair Shop, Charles Shallcross, Penn St. Tarentum — Consul, James Staley, S. Canal St.; Hotel, The West Penn, Market St.; Rate, \$1.00; Repair Shop, Hoopes & Reiter. Terra Hill - Hotel, The Fanville, Main St.; Rate, \$1.00; Repair Shop, Mr. Miller. Titusville -Hotel, The Mansion House, Franklin and Pine Sts.; Rate, \$2.00; Repair Shop, Titusville Iron Works. Tyrone — Consul, Richard Beaston, Ward House; Hotel, The Ward House, R.R. Station; Rate, \$2.00; Repair Shop, J. N. Hauscom, Main St. Uniontown — Consul, Alf. Johnson, 507 Main St.; Hotel, The Spottsylvania, Main St.; Rate, \$1.50; Repair Shop, Johnson Bros. Warren — Consul, Will F. Henry, 700 Water St.; Hotel, The Carver House, 354 Walton St.; Rate, \$2.00; Repair Shop, A. M. Cone, 226 Water St. Watsontown — Consul, De La G. Rombach, 15 S. Main St.; Repair Shop, De La G. Rombach & Bro. Wayne - Consul, E. W. Rhodes; Hotel, The Bellevue, Lancaster Pike St.; Rate, \$2.25; Repair Shop, Martin Mulhall, Lancaster Pike St. Waynesboro'—Consul, W. B. Stewart, 33 E. Second St.; Hotel, The Leland, Cleveland and W. Main Sts.; Rate, \$1.25; Repair Shop, M. A. Flautt, E. Second St. Weissport — Consul, A. F. Snyder; Hotel, The Weissport House; Rate, \$1.00. Wellsboro'- Consul, Frank A. Deans, 14 West Ave.; Hotel, The Wilcox House, Main St.; Rate, \$2.00; Repair Shop, Frank A. Deans. West Chester — Consul, Holding C. Beebe, E. Gay St.; Hotel, The Noolin House, Market and Church Sts.; Rate, \$2.00; Repair Shop, Meyers & Eachus, Market St. West Middlesex - Consul, H. A. Raser, Main St.; Hotel, The Dunmire House, Main St.; Rate, \$1.50; Repair Shop, H. A. Raser, Penn. Co. Station. West Newton — Consul, S. S. Sutton, Vine St.; Hotel, The Gough House; Rate, \$1.00; Repair Shop, F. Hamilton, Third St., rear Main St. White Haven — Consul, Robert P. Leonard; Hotel, The White Haven, R. R. Station; Rate, \$1.50; Repair Shop, Thomas W. Wallace, Towarda St. Wiconisco — Consul, W. H. Kissinger, Pottsville; Hotel, The Wiconisco House; Rate, \$1.00. Wilkesbarre - Consul, Burt Voorhis, 15 W. Market St.; Hotel, The Wyoming Valley, River St.; Rate, \$2.50; Repair Shop, Robert Johnson, 21 N. Franklin St. Williamsburg - Consul, James E. Patterson, Jr., Railroad St.; Hotel, The Washington, High St.; Rate, \$1.25; Repair Shop, J. E. Patterson. Williamsport — Consul, Dr. N. R. Hubbard, III W. Third St.; Hotel, The Park; Rate, \$2.00; Repair Shop, John Hollyhead, Hepburn Ave. Wornelsdorf — Consul, Henry S. Filbert, Second and Main Sts.; Hotel, The Seltzer House, Main St.; Rate, \$1.25; Repair Shop, O. P. Noll, Main St. Wyncote — Consul, F. H. Mayo; Hotel, The Mineral Springs; Rate, \$1.25. Wyoming—Consul, A. C. Schoonmaker, D.D.S., Main St.; Hotel, The Laycocks; Rate, \$1.50. York—Consul, W. P. Swartz, 29 E. Market St.; Hotel, The City, W. Market St.; Rate, \$1.50; Repair Shop, D. F. Yost & Co., E. Market St.

RHODE ISLAND.

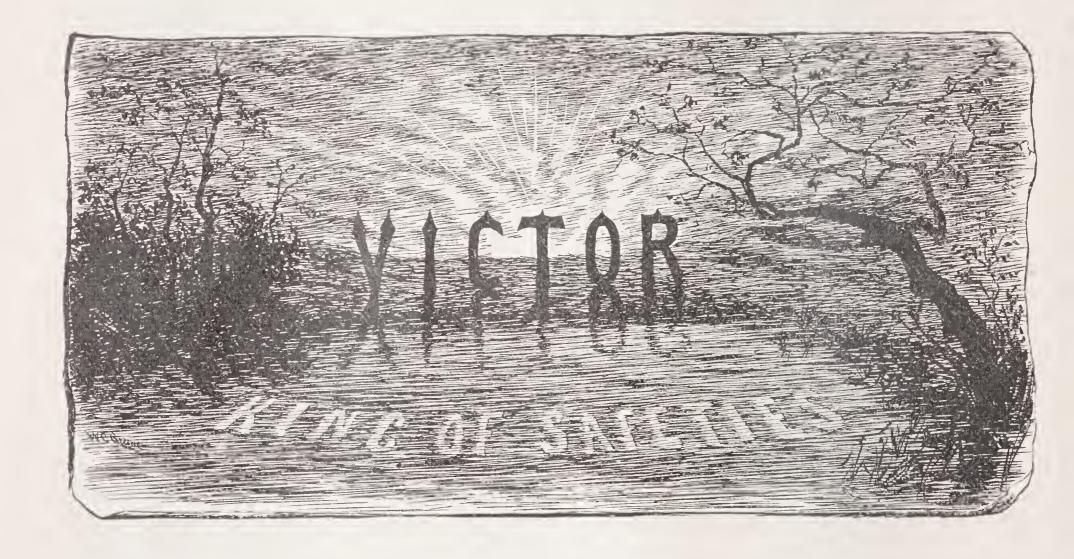
Auburn—Consul, H. A. Potter. Barrington—Consul, H. M. Gardiner. Bristol—Consul, W. L. Manchester; Hotel, The Bristol; Rate, \$1.50. Central Falls—Consul, S. Herbert Jenks. E. Greenwich—Consul, A. W. Howland; Hotel, Updike House; Rate, \$1.50. Georgiaville—Consul, C. T. Lakey. Howard—Consul, Allen Aldrich. Jamestown—Consul, H. E. Nason. Newport—Consul, Wm. Van Wagoner; Hotel, Perry House; Rate, \$2.50; Repair Shop, Wm. Van Wagoner. Pawtucket—Consul, W. H. Barclay; Hotel, Benedict House; Rate, \$1.50; Repair Shop, H. L. Spencer. Pawtuxet—Consul, H. G. Lee. Phenix—Hotel, Briggs'; Rate, \$1.50. Portsmouth—Consul, B. F. Simon. Providence—Consuls, Chas. E. Doe, Chas. A. Gale; Hotels, The Dorrance; Rate, \$1.00; The Bristol; Rate, \$2.00; Repair Shops, Whitten, Godding & Co., Campbell & Co., Rankin & Bruce. Warren—Consul, Chas. F. Gladding; Hotel, Cole's; Rate, \$1.50. Washington and Anthony—Consul, C. A. Foster. Westerly—Consul, Orville Stillman; Hotel, Dixon House; Rate, \$2.00. Woonsocket—Consul, E. R. Darling; Hotel, Woonsocket House; Rate, \$1.50.

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Bell Buckle—Consul, John W. Webb. Bristol—Consul, W. W. Sheen. Chattanooga—Consul, T. S. Sedgwick, 220 W. Ninth St.; Hotel, The Palace; Rate, \$1.50. Clarksville—Consul, Norman Smith; Hotel, The Arlington; Rate, \$2.00. Cleveland—Consul, William O. Homer. Columbia—Consul, Ashby Wilkins. Franklin—Consul, A. J. Burkhardt; Hotel, Elliott House; Rate, \$1.00. Knoxville—Consul, George H. Wilson, 236 Gay St.; Hotel, Lamar House; Rate, \$1.00 and \$1.50. Lebanon—Hotel, The West Side. Murfreesboro—Consul, J. W. Sparks, Jr. Memphis—Consul, Julius Seelig, 270 Poplar St. Nashville—Consul, F. R. Birdsall, 219 N. Cherry St.; Hotel, Nicholson House; Rate, 10 per cent. discount.

WISCONSIN.

Lacrosse—Consul, J. W. Skinner. Milwaukee—Consuls, H. P. Andrae, P. H. Sercombe; Hotel, The Windsor; Repair Shops, J. Andrae & Sons, 225 W. Water St., P. H. Sercombe, Wisconsin St. Oshkosh—Consul, Jay A. Hinman; Hotel, Revere House. Port Washington—Consul, H. L. Coe. Racine—Consul, J. H. Knight; Hotel, The Merchant's. Waukesha—Hotel, The Spring City.



AMERICAN AMATEUR TRACK RECORDS.

ORDINARY.

FROM ONE TO TWENTY MILES.

W. A. ROWE, AGAINST TIME.

I	n	nile	, 2.35	2-5,	Springfield,	Mass.,	Oct.	22,	1886.	ΙΙ	miles,	31.37 1-5,	Springfield,	Mass.,	Oct.	19,	1885.
2	m	iles	5, 5.21	3-5,	6.6	6.6	6.6	23,	1885.	12	6.6	34.32 3-5,	6 6	"	"	"	6.6
3		6.6	8.07	2-5,	6.6	6.6	6.6	66	66	13	6 6	37.24 3-5,	* 6	. 6	6.6	6.6	6.6
4		"	II.II	4-5,	٠ 6	6 6	4.6	19,	1885.	14	6.6	40.25,	4 6	6.6	6.6	6.6	"
5		4.6	14.07	2-5,	. 6	6 6	4 6	6.6	6.6	15	4.6	43.26 1-5,	6.6	6.6	"	66	6 6
6)	"	16.55	3-5,	6.6		6.6	6.6	6.6	16	6.6	47.27 2-5,	6.6	. 6	"	6.6	"
7		4.6	19.47	2-5,	. 6	6 6	6.6	6 É	66	17	6 6	49.25,	4 6	. 6	"	6.6	6.6
8	•	""	22.41	4-5,	6.6	6.6	6.6	6.6	6.6	18	6.4	52-25 1-5,	6.6	6.6	"	6.6	6.6
9)	4.6	25.41	2-5,	6.6	6 6	6.6	h 6	. 6	19		55-22 2-5,	6.4	6.6	"	6.6	6.6
10)	66	28.37	4-5,	6.6	. 6	6.6	6.6	4.6	20	6.6	58-20,	6.6	6.6	"	"	6.6

TWENTY-ONE TO TWENTY-FIVE MILES.

F. F. IVES, AGAINST TIME.

21	miles,	1.06.25 2-5,	Springfield,	Mass.,	Oct. 9,	1885.	24 1	miles,	1.16.04 4-5,	Springfield,	Mass.,	Oct. 9,	1885.
22	6 6	1.09.50,	6.6	6.6	6.6	6.6	25		1.19.06 3-5,	6.6	66	6.6	6.6
23	6.6	1.13.02,	6 6	6.6	6.6	"							

TWENTY-SIX TO FIFTY MILES.

MADE BY STILLMAN G. WHITTAKER.

26 I	niles,	1.24.56, St.	Louis,	Mo., 1	Nov.	26,	1885.	39	miles,	2.12.08, St.	Louis,	Мо.,	Nov.	26,	1885.
27	"	1.28.30,	"		6.6	6.6	. (40		2.16.04,	6.6	6.6	6.6	"	6.6
28	"	1.31.57,	• ((66	"	6.6	66	41	. 6	2.19.59,	k 6	6.6	4.6	h h	"
29	6.6	1.35.26,	6.6		66	V.		42		2.23.54,	6.6	6.6	6.4	6.6	4.6
30	6.6	1.39.00,		6.6		6.6	66	43	6.6	2.27.49,	4.4	4.6		66	6.6
31		1.42.29,		"	6.6	6.6	"	4		2.31.35,		4.6	6.6	6.6	"
32		1.46.05,	6.6		66		6 6	45		2.35.26,	k 4	6.6		6.6	"
33		1.49.45,	6.6		6.6	6.6	"	46		2.39.01,	6.6	6.6	6.6	6.6	66
34	6.6	1.53.30,	6.6	h 6	. 6	6 6	"	47		2.43.31,		4.6	6.6	"	"
35	"	1.57 19,	6.6	4.6	k 6	6 6		48	6.6	2.47.45,	4.4	6.6	66	6.6	66
36	" "	2.01.00,	6.6		s 6	6.6	"	49	, , ,	2.51.50,	4.6	6.6	6.6	6.6	4.6
37	6.6	2.04.45,	"	6 6	6.6	6.6	66	50		2.55.38 3-5	6.6	"	"	66	66
38	"	2 08.22 2-5,	6.6	. 6	"	"	6.6								

SAFETY RECORD.

FROM ONE TO FIVE MILES.

```
      1 mile,
      2.41 1-4, George M. Hendee, Hartford tournament of Sept. 3, 1889.

      2 miles,
      4.46 3-5, A. P. Englehardt, Springfield, Mass, Sept. 10, 1885.

      3 " 8.35 4-5, " " " " " " " " " " "

      4 " 12.55 " Hartford, Conn., Sept. 3, 1885.

      5 " 16.04 " " " " " " " " "
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TANDEM SAFETY.

FROM ONE TO FIVE MILES.

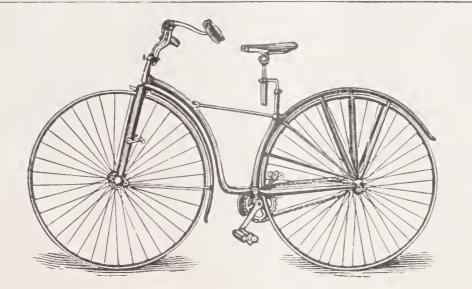
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1 mile, 2 33, A. E. Lumsden and H. Winship, against time, Peoria, Ill., Oct. 4, 1889.
2 miles, 5.21 1-2, " " " " " " " "
3 " 10.14 1-5 C. H. Miller and F. R. Brown, Springfield, Mass., Sept. 17, 1884.
5 " 15.22 2-5, J. Fuller and L. Hill, Philadelphia, Pa., July 17, 1888.
```

SAFETY BICYCLES

are the embodiment of every desirable feature in the modern steed of steel. No genuine improvement that an experience of twenty years as cycling manufacturers can suggest has been omitted. Frank T. Miles & Co., the well-known cycle dealers of Cincinnati, say: "The simplicity of construction, judicious distribution of metal, and fine running qualities are the strong points of the **Premier Safeties.**" Premiers are built to fill every need of wheelmen or wheelwomen. There is the **Premier**

Roadster Safety for top weights and bad roads; the Catford Premier, the easiest-running light roadster in the world; the Ladies' Premier, an ideal mount for our wives and daughters; a true Diamond Frame Premier; an honest, reliable roadster, at a price that places it within the reach of all; the Youth's Premier, the finest boys' wheel ever made; and last, but by no means least, the Premier Tandem Safety, which you can learn all about in our new superbly-illustrated 44-page catalogue, sent free on application.

Llewellyn H. Johnson, Sole Manufacturing Importer,







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A. O. VERY,

NEW ENGLAND AGENT,

173 Tremont Street,

Boston, Mass.

Men's "Giant," \$80.00. Ladies' Union, \$115.00. Boys' and Misses' Safeties and Tricycles.

AMERICAN AMATEUR TRACK RECORDS—Continued.

TRICYCLE TRACK RECORD.

FROM ONE TO TEN MILES.

II	nile,	2.53 4-5,	R. Cripps,	Springfield,	Sept. 10	, 1885.					
2 I	niles,	6.03 4-5,	P. Furnival	l, Springfield	, Sept. 9), 1885.					
3	"	9.08 2-5,	6.6	6.6	6.6	"					
4	"	12.15 1-5,	6.6	b 6	b 6						
5	6.6	15.18 3-5,	4.6	6.6	6.6						
6	6.6	19.50,	Stillman G	. Whittaker,	against	time, St.	Louis,	Mo.,	Nov.	20,	1885.
7	"	23.08 3-5,		6.6	6.6	6 6	6.6	6.6	6.6	6.6	6.6
8	" "	27.27 2-5,		6.6	"	6.6	4.6	6.6	. 6	6.6	6.6
9	6.6	29.44,		6.6		6 6					

TANDEM TRICYCLE.

FROM ONE TO TEN MILES.

I	mile,	2.43 1-5,	W.E.	Crist an	nd P. S.	Brown, S	Springfield,	Mass.,	Sept.	14,	1886.
2	miles,	5.34 2-5,	R. H.	English	and R.	Cripps,	6.	4.6	6 6	8,	1885.
3	" "	8.23 2-5,		6.6	6.6	6.6	6 6	6.6	"	6.6	6.6
4	"	13.19 2-5,	L. H.	Johnson	and H.	Wallcott	, Roseville,	N. J.,	Oct.	23, 1	r SS6.
5		16.46 2-5,		"	6.6	6.6	6 b	6.4		6 6	6.6
6	"	20.35 1-5,		"	"	((6.6	6.6	6.6	6.4	6.6
7	"	23.45 2-5,		"	6.6	6.6		6.6		6.6	6.6
8	"	27.13		6.6	6.6	66	6.6	6.6	6.6	6.6	"
9	6.6	31.01 2-5,		"	6 6	6.6	6 6	6.6	6.6	6.6	6.6
10	6.6	33.59 2-5,		66	6.4	6.6	6.6	6.4	6.6	6.6	6.6

WORLD RECORDS.

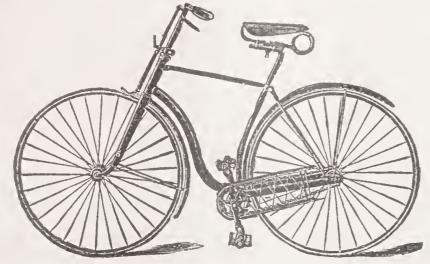
THE FASTEST TIME EVER MADE.

ORDINARY MACHINE.

- One to Five Miles.—1 m., 2.29 4-5; 2 m., 5.11; 3 m., 7.48 4-5; 4 m., 10.41 2-5; 5 m., 13.23 4-5; W. A. Rowe, Springfield, Mass., Oct. 14 to 25, 1886.
- Six to Nine Miles.—6 m., 16.09; 7 m., 18.57 2-5; 8 m., 21.41; 9 m., 24.24 2-5; H. G. Crocker, Leicester, Eng., Aug. 10, 1888.
- Ten to Twenty-two Miles.—10 m., 27.07 1-5; W. A. Rowe, Springfield, Mass., Oct. 25, 1886. 11 m., 29.51 3-5; 12 m., 32.53; 13 m., 35.18 2-5; 14 m., 38.01 2-5; 15 m., 40.41 2-5; 16 m., 43.26 2-5; 17 m., 46.14 2-5; 18 m., 48.58; 19 m, 51.40 1-5; 20 m., 54.25 2-5; 21 m., 57.07 3-5; 22 m., 59.46; W. A. Rowe, against time, Springfield, Mass., Oct. 25, 1886.
- Twenty-three to Fifty Miles.—23 m., 1.04.58; 24 m., 1.07.48; 25 m., 1.10.34; J. Dubois, Coventry, Eng., Aug. 25, 1887. 26 m., 1.16.34; 27 m., 1.19.35; 28 m., 1.22.38; 29 m., 1.25.43; 30 m., 1.28.49; 31 m., 1.31.48; 32 m., 1.34.48; 33 m., 1.37.55; W. F. Knapp, against time, Leicester, Eng., Aug. 14, 1888. 34 m., 1.41.00; 35 m., 1.44.05 4-5; 36 m., 1 47.18 1-5; F. F. Ives, against time, Springfield, Mass., Oct. 9, 1886. 37 m., 1.50.17; 38 m., 1.53.13; 39 m., 1.56.19; 40 m., 1.59.20; 41 m., 2.02 23; 42 m., 2.05.20; 43 m., 2.08.20; 44 m., 2.11.26; 45 m., 2.14.31; 46 m., 2 17.27; 47 m., 2.20.36; 48 m., 2.23.31; 49 m., 2.26.43; 50 m., 2.29.41; W. F. Knapp, against time, Leicester, Eng., Aug. 14, 1888.
- Fifty-one to Sixty-five Miles.—*51 m., 2.43.11 2-5; †52 m., 2.46.27; †53 m., 2.46.27; *54 m., 2.54.27 3-5; †55 m., 2.57.15; †56 m., 3.00.58; †57 m., 3.04.40; †58 m., 3.08.18; †59 m., 3.11.52; †60 m., 3.15 30; †61 m., 3.19.19; *62 m., 3.23.00; *63 m., 3.26.36; *64 m., 3.30.24 3-5; *65 m., 3.34.11 1-5.
- Sixty-six to One Hundred Miles.—66 m., 3.37.47; 67 m., 3.41.33 2-5; 68 m., 3.45.11 4-5; 69 m., 3.48.41 3-5; 70 m., 3.52.14; 71 m., 3.56.01; 72 m., 3.50.29 4-5; 73 m., 4.03 03 2-5; 74 m., 4.06.31 1-5; 75 m., 4.10.15 1-5; 76 m., 4.13.49 3-5; 77 m., 4.17.21; 78 m., 4.20.55 4-5; 79 m., 4.24.27 3-5; 80 m., 4.28.01 4-5; 81 m., 4.31.33 1-5; 82 m., 4.35.04 2-5; 83 m., 4.38.33; 84 m., 4.42.00 2-5; 85 m., 4.45.33 2-5; 86 m., 4.49.08 2-5;

^{*}S. P. Hollingsworth, Lynn, Mass., Oct., 5, 1887. † W. F. Knapp, against time, Leicester, Eng., July 17, 1888.





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Balls to both wheels, \$60.00. Balls all around, \$75.00.

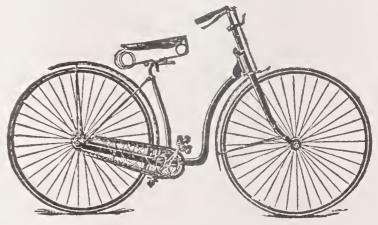


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Balls all around, \$90.00.



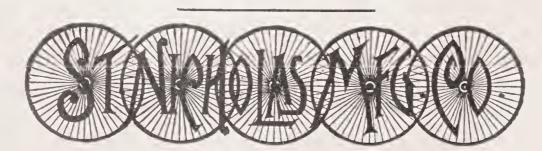
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One Hundred and Five to Three Hundred and Fifty Miles.—105 m., 6.21.25; 110 m., 6.42.10; 115 m., 7.03.00; 120 m., 7.22.48; 125 m., 7.45.33; 130 m., 8.04.55; 135 m., 8.25.25; 140 m., 8.44.37; 145 m., 9.04.00; 150 m., 9.24.52: 155 m., 9.45.43; 160 m., 10.06.45; 165 m., 10.28.42; 170 m., 10.48.53; 175 m., 11.08.15; 180 m., 11.28.08; 185 m., 11.49.20; 190 m., 12.13.22; 195 m., 12.36.07; 200 m., 12.56.50; 205 m., 13.40.00; 210 m., 13.58.55; 215 m., 14.18.37; 220 m., 14.38.52; 225 m., 15.00.00; 230 m., 15.22.25; 235 m., 15.40.35; 240 m., 15.58.15; 245 m., 16.18.48; 250 m., 16.39.42; 255 m., 17.04.22; 260 m., 17.23.37; 265 m., 17.44.02; 270 m., 18.05.10; 275 m., 18.23.16; 280 m., 18.44.15; 285 m., 19.09.00; 290 m., 19.32.35; 295 m., 19.56.04; 300 m., 20.16.17; 305 m., 20.44.40; 310 m., 21.03.10; 315 m., 21.23.40; 320 m., 21.45.25; 325 m., 22.06.55; 330 m., 22.30.35; 335 m., 22.55.32; 340 m., 23.15.25; 345 m., 23.47.30; 350 m., 23.58.18; F. E. Dingley, Minneapolic, Minn., Dec. 9, 1887.

SAFETY RECORDS.

One Mile.—2.31 4-5. S. G. Whittaker, Long Eaton, Eng., Sept. 18, 1888.

Two Miles.-* 4.46 3-5. A. P. Englehardt, Springfield, Mass., Sept., 1885.

Three to Thirty Miles.—3 m., 7.59; 4 m., 10.40 1-5; 5 m., 13.22 1-5; 6 m., 16.07; 7 m., 18.52 3-5; 8 m., 21.38; 9 m., 24.22 2-5; 10 m., 27.05 2-5; 11 m., 29.50 2-5; S. G. Whittaker, against time, Long Eaton, Eng., Sept. 11 to 29, 1888. 12 m., 33.26; 13 m., 36.18; 14 m., 39.14; 15 m., 42.03 2-5; 16 m., 44.56 2-5; 17 m., 47.48 1-5; 18 m., 50.41; 19 m., 53.37 1-5; 20 m., 56.32; 21 m., 59.00; 22 m., 1.02.21; 23 m., 1.05.18 3 5; 24 m., 1.08.11 1-5; 25 m., 1.11.05 1-5; S. G. Whittaker, Sept. 29, 1888. 26 m., 1.15.28 2-5; 27 m., 1.18.58 1-5; 28 m., 1.22.56 3-5; S. G. Whittaker, Oct. 15, 1888. 29 m., 1.25.40 2-5; 30 m., 1.28.29; E. Oxbarrow, against time, Coventry, England, Sept. 12, 1888.

SAFETY ROAD RIDING.

Ten to Three Hundred Miles.—10 m., 29.01¾; 20 m., 59.35 4-5; S. G. Whittaker, Crawfordsville, Ind., Nov. 3, 1886. 25 m., 1.27.00; A. A. McCurdy, Waltham, Mass., Nov. 5, 1886; 50 m., *2.47.36; G. P. Mills, Biggleswade, Eng., Oct. 2, 1886. 100 m., *6.20.26; M. A. Holbein, North Road, Eng., Aug. 20, 1886. 150 m., 10.24.30; 200 m., 14.35.00; 250 m., 18.58.00; 300 m., 23.38.00; A. A. McCurdy, Waltham, Mass., Nov. 5, 1886.

GREATEST DISTANCE BY HOURS.

ORDINARY.

One Hour.—*20 m. 1,012 yds.; W. A. Rowe, against time, Springfield, Mass., Oct. 19, 1885. 22 m. 150 yds.; W. A. Rowe, against time, Springfield, Mass., Oct. 25, 1886.

Two Hours.—39¾ m.; F. F. Ives, Springfield, Mass., Oct. 9, 1886.

Three Hours.—543/4 m.; F. F. Ives, Springfield, Mass., Oct. 9, 1886.

SAFETY.

One Hour.—21 m. 126 yds.; S. G. Whittaker (roadster safety), Bordeaux, France, Aug. 15, 1888. Two Hours.—*37 m. 910 yds.; J. H. Adams, England, Aug. 28, 1889.

WITHOUT USING HANDS.

1,320 yds., 2.03; 1 m., 2.44 2-5; F. F. Ives, Springfield, Mass., Aug. 29, 1886. Amateur.—1 m., 2.48; Wm. Van Wagoner, Providence, R. I., July 16, 1880.

HILL CLIMBING—SAFETY.

J. W. Shurman made the ascent and descent of Eagle Rock Hill, in the Orange Mountains, N. J., twenty-four times without dismounting in 6.24.15, Nov. 17, 1888.

ORDINARY.

F. Coningsby made the same seven times without dismounting in 1.48.53, Dec. 1, 1888.

^{*} Amateur Record.

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SPRINGFIELD, MASS.

HOW TO PLAN AND ENJOY A TOUR.

If "to be well lathered is to be half shaved," a tour a-wheel well planned is half accomplished, so far as difficulties are concerned. This point, especially true in this country of bad roads, should be borne in mind by those who design spending their vacation on the wheel. The ideal way, doubtless, is to start off with no very definite plan and wander where fancy leads, as long as inclination dictates. This sounds well, but in actual practice one would be apt to find his path beset with thorns, and would always be wanting to be somewhere else. Moreover, such a tour would be a solitary pilgrimage, for, starting with companions, each one's fancy would soon be pulling in a different direction, and separation would be pretty sure to result. Most riders are limited as to time, and, if no well-considered programme were followed, the tour would probably end in a rush to get back before vacation expired. The first thing to be decided is the route. You have an idea where you would like to go; with the aid of maps and by correspondence, learn the distances from point to point and the kind of roads in that country. It is ten to one that changes will have to be made in the original plan. What one can accomplish in the matter of distance, when put to the test, and what he should plan for enjoyment, are two widely different things. Forty or fifty miles a day should be the maximum distance, even over the best roads, and if the tourist is to get the most satisfaction from his outing and mount every morning full of ardor for the day's ride he will content himself with considerably less. The comment of an old tourist who sees a party of wheelmen devoting one day out of their trip to attempting a century run, and the next to getting over it, is that "it is magnificent, but it is not touring." Thirty-five miles a day, with occasional spurts from that distance up to fifty miles, is all that should be planned for. Arrange to stop off one day in the middle of the week, at one of the most interesting places on the route. This allows chance to have clothing washed, repairs made, and, in case of stormy weather, can be drawn upon to make up lost time. If this scheme is followed you will probably arrive at the day's destination while the sun is still high, and have ample time to see anything worth seeing. The consciousness that you have carried out the plan laid down for the day, which must only be kept up to bring you through on time, adds greatly to one's peace of mind, and puts one in the humor to see everything in its best light.

Do not tour alone if you can find a congenial companion. Pleasure shared is doubled, and if you are fortunate enough to be in a party, every incident of the tour will be remembered by

humorous comment from the jolly company.

In fact, good companions are the making of the success of a tour, and will leave it full of pleasant remembrances, let weather and roads be what they may. A large party cannot tour successfully unless each member thoroughly understands and agrees to the routes as planned, and advance arrangements are made for its accommodation. This means labor for some one, but if you are not the man who is doing the work, that need not keep you from enjoying all the good times offered. If you are the advance agent, virtue may be its own reward, or you may

receive heartfelt thanks of the company.

What to carry on the wheel is largely a matter of individual opinion, but the baggage must be reduced to the smallest amount; a change of underclothing, a few handkerchiefs and a tooth brush rolled up in a yard of rubber cloth will make as big a bundle as one will enjoy carrying when his coat is added to it. These can be taken with ease on a safety, if provided with a good luggagecarrier, and the weight will be about thirteen pounds. All the remaining baggage should be expressed ahead in a valise. He can arrange to get at this every night if he chooses, but once in three or four days will be enough for most men. Rubber garments are very bad for comfort; keeping the rain out, to be sure, at the cost of copious perspiration. The loose cape is the only rubber clothing to be used. Upon arriving at his hotel at night, the rider, after enjoying a cold bath and a hard rub and putting on his dry underclothing, should see to it that the garments which he has just taken off are thoroughly dried over night by a fire. If he does not take special pains to impress upon the hotel people the necessity of absolute dryness, the clothing may come back to him in the morning still damp, in which case he will have to finish the drying process when he stops that day for his noonday meal. Unless he establishes communications every night with his valise, he will have to sleep sometimes in his underclothing—not altogether a disadvantage, for the sheets of country inns are sometimes damp. It is hardly worth while to carry any rubber clothing, even in the valise, for if it rains, and the tourist is unwilling to remain under cover, he can procure overshoes where he happens to be. Riding in rubber garments of any kind is intolerable. The coat and shirt pockets of a wheelman ought to be so arranged as to permit

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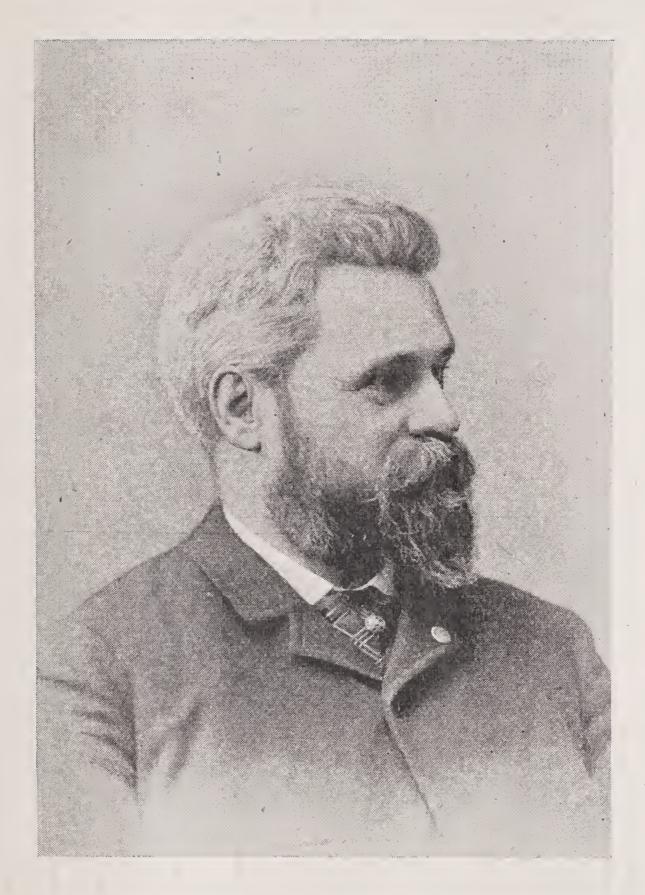
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MR. ABBOT BASSETT,
SECRETARY-EDITOR,

HOSE autograph we carry in our pocket and whose name we habitually misspell. Barring the orthography of his euphonious cognomen, the League has a jewel in Mr. Bassett. The secretary-ship was made for him and he for it—a dovetailing of adaptabilities. Secretary Bassett is said to be the only man who ever made a successful mixture of statistics and poetry. Clean-handed, systematic, impartial and thoroughly able, Abbot Bassett, at each annual meeting of the National Assembly, finds himself to be every man's friend and everybody's candidate. Strict and exemplary in his personal habits, he is, nevertheless, a beaming brother at each convivial gathering, where he contributes to the happiness of everybody present and is capaciously frugal in his regard for the absent "country members." Secretary Bassett is everywhere commended for his devotion to the interests of the League and for the practical success with which his official work has been uniformly carried out. He is now in his "twenty-fourth year" and his future is ahead of him. "We looks towards him and we likewise bows."



HOW TO PLAN AND ENJOY A TOUR—CONCLUDED.

them to be buttoned up, but in the absence of buttons, safety-pins will be found convenient. This remark applies especially to the coat, because it is carried most of the time on the handle-bar. A serious objection to luggage carriers attached to the backbone is the difficulty of

climbing over them.

A little training is advisable before starting on a tour, otherwise the first few days will be apt to be fatiguing, and even injurious from over exertion. If run down in condition, the early part of the tour should be on the line of the railway, which is very handy in case of sickness or accident. Many authorities on touring urge the necessity of abstaining from drinking too freely when on the road. Our experience does not agree with this. We have run many hundred miles with large parties, and have yet to see the first case of illness caused by drinking too freely of healthful beverages—water, milk, cider, light wines, etc. Beer is bad; it increases thirst instead of quenching it, causes one to sweat, and is apt to take the strength from the legs. It should only be indulged in after the day's riding is over, and even then is not to be commended. Milk is about as satisfactory as anything to most stomachs, and a lemonade with an egg broken into it proves a very gratifying form of refreshment. As your appetite is likely to be more than good while on the road, an hour's rest after meals is a benefit to be strongly urged.

Some tourists think highly of the practice of carrying a lozenge in the mouth to allay thirst. The writer has always had in his pocket a drinking cup, but very likely Karl Kron's plan of

carrying a small piece of rubber tubing is preferable.

League hotels should be patronized in every case, not only on account of the reduced rates which they usually offer, but also because they are more likely to recognize the peculiar wants of wheelmen than are other inns. They will prove more trustworthy sources of information in regard to the roads, and will offer fewer obstacles to the demand for bathing facilities than will houses at which wheeling tourists are less frequent guests. Early starts in the morning are a feature rather of speculative than actual touring. People who have really tried one speak enthusiastically of the joys of a daybreak ride, but it is to be hoped that no tenderfoot will be beguiled by these siren voices into ever getting off without his breakfast. The advisability of a rest in the middle of the day of at least two hours is admitted by most, if not all, tourists.

Women, when mounted upon tandem tricycles, are able to stand as long a day's jaunt as their companions feel disposed to take. The great obstacle to their admission to the delights of touring has been, of course, the difficulty of finding roads over which a tricycle could be driven with much pleasure. The writers know of but two districts containing such roads—the North Shore of Massachusetts and the Shenandoah Valley. The trouble in securing transportation for tricycles over some railroads aggravates matters. But the introduction of the woman's bicycle, and especially of the tandem bike, seems to promise that in the future many a pleasant bit of country may be traversed in the company of wife or sister, and that the wheelman may spend his brief summer vacation touring, without an uneasy feeling that he is neglecting the

women of his household.

A real want of tourists is a hand-book or, better, a series of hand-books that will describe the different touring regions of the country, pointing out the objects of interest in each town. The strange wheelman finds a little work like the "Hand-book of Essex County (Mass.) Wheelmen" vastly more useful than the orthodox road-book. As it is, he who intends to take the Lake George tour must content himself with a careful preliminary perusal of Lossing's "Field-Book of the Revolution," and the Shenandoah Valley tourist may with advantage study the volume in the "Campaigns of the Civil War" series relating to the region. Even so small a book as the latter proves something of a burden if carried on the wheel, though the maps ought really to be taken. The separate chapters of Karl Kron's book, which he sells for a quarter apiece, if carried in the pocket, will prove interesting to a tourist going over the same ground. The bother of taking along a road-book may be avoided by copying off the pages which will be needed. The writers venture to hope that the wheelmen of touring regions will take into consideration the necessity of providing small hand-books that will tell the tourist what there is to see in their districts.

The above is advice proved in many years of wheel wanderings, and will go far to insure a safe and pleasant outing and a vacation of benefit to novices.

F. A. ELWELL. F. J. SHEPARD.

A Cycling and Athletic Rendezvous.

In New York City, on Fifty-ninth Street, almost exactly opposite the Eighth Avenue entrance to Central Park, stands a new and imposing building. Its lower stories are of substantial stone, its upper parts of brick with ornamental capitals, spacious windows, and the whole surmounted by a Roman frieze.

The purpose of this building is unique: It is a club-house to which all are welcome; it is a cycling center; a school for indoor athletics, including bowling, fencing, sparring, and general gymnastics; and it is a place of business.

The Ground Floor, 50 x 100 feet, is a sales-room where is shown a stock of goods to suit the most fastidious. Here may be seen the Columbia, the Victor, the Psycho, the Warwick, the Vulcan and the Eagle Bicycles, as well as a complete line of cheaper wheels for both sexes, ranging in price from \$18.00 to \$100.00. On this floor, also, is a full line of sporting goods of every sort and at reasonable prices.

The Basement contains four perfectly equipped bowling alleys and a spacious room devoted to storage, repairs, and rental of bicycles.

The First Floor contains reading and reception rooms, medical director's office, billiard hall, fencing and sparring rooms and buffet.

The Second Floor is devoted to bicycle instruction.

On the Third Floor are the ladies' parlor; and baths, lockers and dressing rooms for both ladies and gentlemen.

The Fourth Floor is a well equipped and perfectly lighted and ventilated gymnasium under the direction of Dr. Watson L. Savage.

Such an establishment will well repay a visit; and the proprietor, Mr. George R. Bidwell, will give a cordial welcome to all those who call, whether to inspect the premises, to purchase a cycle or other article in the sporting line, or to receive instruction or training in any branch of indoor athletics.

CONSTITUTION OF THE LEAGUE OF AMERICAN WHEELMEN.

ADOPTED AT BALTIMORE, MD., JUNE 18, 1888.

ARTICLE I.

SECTION 1. This organization shall be known as the League of American Wheelmen.

Sec. 2. Its objects shall be to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; to facilitate touring and to secure improvement in the condition of the public roads and highways.

ARTICLE II.

SECTION I. The League shall be a confederation, composed, first, of all State Divisions now having one hundred or more resident League members, and such as may hereafter reach that limit, and, second, of Subdivisions of not less than twenty-five League members each, in any other State or Territory.

SEC. 2. Divisions shall organize by the adoption of this Constitution and the election of a Chief Consul, a Vice-Consul and Secretary-Treasurer and Representatives, as hereinafter provided.

SEC. 3. Subdivisions shall organize as follows: When there shall be twenty-five League members in any State or Territory it shall be constituted a Subdivision, and the President shall appoint a Chief Consul. When the membership reaches fifty it shall organize as herein provided and elect a Chief Consul and Secretary-Treasurer, but shall not be entitled to a Vice-Consul. In the event of the failure of such Subdivision to elect officers, the President shall appoint.

ARTICLE III.

SECTION I. Any amateur wheelman of good character, eighteen years of age or over, shall, with the indorsement of two League members or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

SEC. 2. The name of each applicant for membership must be published in the official organ, and unless, within two weeks thereafter, a protest shall be filed with the Membership Committee, he shall become a member of the League.

SEC. 3. Each such applicant shall pay to the Secretary of the League an initiation fee of one dollar and the sum fixed by the Division in which he shall become a member for annual dues; such dues to be payable on or before May I in each year. The Secretary shall retain from such annual dues and from all renewals an annual per capita tax of fifty cents.

The balance of such annual dues and the whole amount of the initiation fee shall be returned by the Secretary to the Division, quarterly.

SEC. 4. Any member failing to pay his dues as above provided before the first day of July following, his membership shall be forfeited and the Secretary shall cause his name to be stricken from the rolls. Any member having thus defaulted, can again become a member only in the manner provided in Section 1 of this Article.



THIS CUT GIVES THE TOP OF BELL, SHOWING THERE IS NO WINDING.

THE DAISY.

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neatly in wooden boxes.

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BOSTON, MASS.

CONSTITUTION — CONTINUED.

SEC. 5. Each Division and Subdivision must, on or before the first day of April, file in the office of the Secretary of the L. A. W. a certificate stating the amount fixed as its annual dues, and in default thereof the amount shall be fixed by the Executive Committee of the League.

ARTICLE IV.

SECTION I. The management of the League shall be vested in a National Assembly, consisting of the Chief Consuls, Vice-Consuls and Delegates from the several Divisions and Subdivisions, to be elected as hereinafter provided, which shall have power to make by-laws for the guidance of the League, to establish regulations for the government of Divisions in their relations to the League and to each other, and to generally direct and decide in all matters not provided for in this Constitution. Fifteen members personally present shall constitute a quorum for the transaction of business.

SEC. 2. Each Division shall elect a Chief Consul, Vice-Consul, Secretary-Treasurer and Representatives annually, between the 15th day of July and the 15th day of August, as follows:

One Representative for each one hundred resident League members, also one Representative from each League club of not less than twenty members, and an additional Representative for each fifty additional members upon its roll on July 1. Club Representatives to be chosen each by the club of which he is a member. These shall constitute the Division Board of Officers.

- SEC. 3. Each Division and Subdivision shall adopt for its guidance by-laws, rules and regulations not inconsistent with the National Constitution and By-Laws. The term of office of all Division and Subdivision officers shall commence on the first day of September in each year.
- SEC. 4. Each Division Board of Officers shall hold its annual meeting in the month of September, and shall then elect from the Division one Delegate for each two hundred members upon its roll on September I. Such Delegates, together with the Chief Consuls of Divisions and Subdivisions and Vice-Consuls, shall constitute the National Assembly of the League of American Wheelmen.

ARTICLE V.

SECTION I. The Annual Meeting of the National Assembly-shall be held on the third Monday in February in each year.

SEC. 2. Special business meetings shall be called by the President upon the written request of not less than fifteen delegates, and from not less than five Divisions; thirty days' notice of such meeting must be given in the official organ, with a statement of the business to be transacted at the meeting, and no other business shall be considered.

ARTICLE VI.

SECTION I. The officers of the League shall be a President, First and Second Vice-Presidents, Treasurer and Secretary, who shall be elected by the National Assembly at the annual meeting, provided, however, that the Secretary shall hold office as long as he shall render satisfactory service. The National Assembly may, however, by a two-thirds vote of the members and proxies present at any meeting, declare the office of Secretary vacant and hold an election for his successor, one month's notice thereof having been given.



WILLIAM VAN WAGONER, CHAMPION OF RHODE ISLAND.

This photograph shows Van Wagoner mounted (in racing position) on the Eagle Bicycle on which he won the following records and races in 1889:

At Montreal, August 24, 1889—5-mile, open. Time, 15m., 37 4-5s. (Canadian Record.)
At Providence, September 25, 1889—25-mile State Championship. Time, 1h., 18m., 15s. (World's record

for this distance in competition.)
Wilmington 25-mile Handicap Road Race, October 19, 1889. Won from the scratch. Time, 1h., 37m., 52s.

The Lancaster Pike Record, November 5, 1889. Distance, 15¾ miles. Time, 47m., 41 4-5s.
On Lancaster Pike, December 5, 1889—5 miles. Time, 15m., 45s. (5-mile road record for this country.)

THE EAGLE BICYCLE M'F'G CO.,

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STAMFORD, CONNECTICUT.

CONSTITUTION — CONTINUED.

- SEC. 2. There shall be the following National Committees:
 - I. Executive and Finance, to consist of the President and Vice-Presidents.
 - II. Membership.
- III. Rights and Privileges.
- IV. Rules and Regulations.
- V. Improvement of Highways.
- VI. Transportation.
- VII. Racing.
- SEC. 3. Officers and Chairmen of Standing Committees, if not members of the National Assembly when chosen, shall be members of that body during their term of office.

ARTICLE VII.

SECTION I. This Constitution may be altered or amended by a majority of the members voting in person or by proxy at a Constitutional Convention called therefor.

The President shall call such a convention upon the written demand of not less than fifty members, at least ten from each of five Divisions, giving one month's notice thereof by publication in the official organ.

Proxies for unattached members may be cast, but no member may vote more than twenty-five such proxies.

Fifty members personally present shall constitute a quorum.

ARTICLE VIII.

SECTION 1. The League shall provide and furnish an official organ, to be known as the L. A. W. Bulletin, which shall be distributed to the membership without charge.

ARTICLE IX.

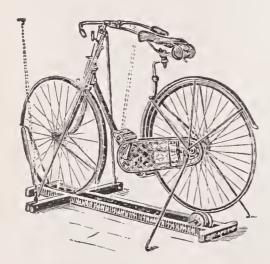
SECTION I. Any wheeling club in the United States that shall have in its by-laws a provision requiring every active member to be a member of the League of American Wheelmen, and that shall file annually with the Secretary of the L. A. W. a certificate thereof, shall become a League club, and entitled to all the privileges accorded League clubs under this Constitution. The number of votes that any League club shall be entitled to cast, through its delegates, at any Constitutional Convention, shall be one vote for every member of said club in good standing upon the rolls of the League. Representatives from League clubs shall file with the Secretary a certificate of their election, signed by the President and Secretary of the club which they represent.



THE UNIVERSAL PREMIER SAFETY, \$85.00

HARTFORD STAND AND TRAINER

PRICE, \$6.00.



PATENT APPLIED FOR.

Bicycle riders all know by experience, that to be deprived of the use of their Wheel a week or two puts the muscles and wind out of condition to thoroughly enjoy riding. With the small expense of the Trainer you not only keep yourself in perfect form, but with a Cyclometer (for \$5.00) attached to rear wheel, and by adjusting the rear braces to any road tension you desire, great sport can be had. The rear braces are self-locking, and attached or detached instantly. Dotted lines show the position of front braces when used as a Stand, and at a glance you will see it is just immense to wash the Wheel on.

FOR LEARNERS.

A lady or gent should not take the chances of straining or perhaps injuring themselves, when by using the Trainer with your Wheel on it, and commencing lightly, increasing the run every day for a few days, before trying on the road, you will learn to hold the body rigid as possible, and get perfect action in the

limbs. All riders will tell you that the balance is the easiest part to learn; get that, and you are in as perfect form to enjoy it as any rider in practice. It will give the lady riders an equal chance with the men, and they won't have to get out in bad weather or roads to keep themselves in condition to enjoy riding. It is adjustable to all sizes and styles of Safeties, and is sure to encourage would-be riders that have not dared to try before.

. SOLE AGENT FOR

WARWICK CYCLES AND PREMIER SAFETIES.

CALL OR WRITE FOR CATALOGUES.

Dealer in Baby Carriages, Tricycles, Velocipedes, Toys, etc.

H. J. CURTIS,

98 ASYLUM STREET, HARTFORD, CONN.

BY-LAWS OF THE LEAGUE OF AMERICAN WHEELMEN.

ADOPTED AT NEW YORK, FEBRUARY 18, 1889.

ARTICLE I.

OFFICERS.

SECTION I. The President shall preside at all meetings of the League and of the National Assembly; shall appoint all committees not otherwise ordered; may fill pro tempore any vacancy in any office or committee not otherwise provided for; shall have a general supervision over the affairs of the League; and shall make a report at the annual meeting of the National Assembly.

- SEC. 2. The Vice-Presidents shall, in the order of their priority, preside in the absence of the President at all meetings of the League or of the National Assembly, and perform in such absence all the necessary duties of the President at the time; and in case of the death, resignation, or removal of the President, they shall, in the order of priority, act as President during the remainder of the term.
- SEC. 3. The Secretary shall receive and cause to be published all applications for membership; shall receive and be accountable for all fees and dues; shall keep a register of all applications and any action thereon; shall receive all protests and refer the same to the Membership Committee; shall keep a list of members and officers of the League, with notes of all changes in the same; shall keep suitable books of account, and shall pay out the funds in his hands only upon order of the Executive Committee or the National Assembly.
- (b) He shall receive and answer, or refer to the proper officials, any correspondence with the members or officers that pertains to the affairs of the League, and any appropriate correspondence with non-members of the League. He shall notify members or officers of all meetings; shall issue certificates of office to all members of the National Assembly; shall record the proceedings of all meetings of the League and of the National Assembly; shall keep an accurate roll of the membership and officers and generally provide himself with all necessary statistical and other information.
- (c) He shall act as editor of the official organ, over which he shall have control, subject, however, to the supervision of the Executive Committee.
- (d) He shall keep an account with the Treasurer, to whom he shall render a statement at least once every three months, paying to him such balance as may at that time be due over and above the amount required for running expenses of the Secretary's office.
- (e) He shall keep an account with each Division and Subdivision, and shall render a statement to each at least once every three months, and pay them at least once every three months such money as shall be due them. He shall issue to every member the annual membership ticket.
- (f) He shall give bonds for the faithful discharge of his duties in the sum of \$3,000. He shall receive a salary of \$2,000 per annum.
- SEC. 4. The Treasurer shall receive and be accountable for all money paid over by the Secretary or received from other sources; he shall keep suitable books of account; he shall pay out funds of the League only upon order of the Executive Committee or the National Assembly. He shall give bonds for the faithful discharge of his duties in the sum of \$2,000.
- SEC. 5. Bonds required from officers of the National Assembly shall be subject to the approval of the Executive Committee, and all expense incurred in procuring the same to be paid out of the funds of the League.



SAVE MONEY.

BEFORE YOU BUY A

BICYCLE

OR TYPEWRITER,

SEND FOR LIST TO

A. W. GUMP & CO., DAYTON, OHIO.

WE CARRY OVER 700 WHEELS IN STOCK.

WE TAKE IN EXCHANGE

Bicycles, Guns and Typewriters.

New \$135.00 Safeties for \$100.00.

Universal Safety, with balls to both wheels, pedals and crank shaft, only \$70.00.

Ladies' Safety only \$50.00.

Bargains in Upright Wheels.

400 Second-Hand Wheels in Stock

Cash paid for JOB LOTS.

AGENTS WANTED.



EVERY BICYCLE AGENT in the country should send his business card to A. W. Gump & Co., Dayton, Ohio, and receive lists as issued.

BY-LAWS — CONTINUED.

ARTICLE II.

MEETINGS.

SECTION I. There shall be an annual meet of the League at such time and such place as the National Assembly or Executive Committee may determine.

At meetings of the National Assembly any member thereof may be represented by proxy, provided that the person holding the proxy shall be also a member of the Assembly, and that no person shall be proxy for more than three members.

The proceedings of all meetings of the National Assembly shall be published in the official organ.

Prior to the meeting of the National Assembly the President shall appoint a committee of three on credentials, which shall examine and report upon credentials of delegates.

At all meetings of the League or of the National Assembly the established law (Cushing) of deliberative assemblies shall be observed. At the meetings of the National Assembly the order of business shall be as follows:

Calling the roll.

Report of Credential Committee.

Report of the President.

Report of the Treasurer.

Report of the Secretary.

Communications or reports from the standing committees.

Reports of special committees.

Unfinished or referred business.

Election of officers.

New business.

ARTICLE III.

DIVISIONS AND SUBDIVISIONS.

SECTION I. The management of Divisions shall be vested in a Board of Officers, consisting of the Chief Consul, Vice-Consul, Secretary-Treasurer and Representatives, elected as provided in Art. IV., Sec. 2, of the Constitution, said Board to have the power to make such rules and regulations as shall not be inconsistent with the Constitution and the By-Laws of the National Assembly.

- SEC. 2. The management of Subdivisions shall be vested in a Chief Consul appointed under Art. II., Sec. 3, of the Constitution.
- SEC. 3. The Chief Consul shall be the executive officer of the Division. The Secretary-Treasurer shall keep a full register of the members of his Division, and keep proper books of account of all receipts and expenditures.
- SEC. 4. Regularly-organized Divisions whose membership shall fall below one hundred shall not lose their standing as a Division until the end of the current year, when, if their membership is still below one hundred, the President shall appoint officers as provided in Art. II., Sec. 3, of the Constitution.
- SEC. 5. Vacancies occurring in the delegation to the National Assembly from any Division, either by death, resignation, promotion or removal, shall be filled by the Chief Consul of the Division wherein the vacancy exists, and in case of failure to appoint within two months after such a vacancy has occurred, the President shall appoint.

CYCLES.

CYCLES.

CYCLES.

WHOLESALE AND RETAIL DEALERS



WE ARE THE LARGEST DEALERS IN WESTERN NEW YORK.

WE ARE HEADQUARTERS FOR BICYCLES AND CYCLE SUNDRIES
IN WESTERN NEW YORK.

WE ALWAYS CARRY A STOCK OF 500 WHEELS.

WE HANDLE 18 DIFFERENT MAKES AND 37 DIFFERENT STYLES OF WHEELS.

WE HANDLE THE "ODELL" TYPEWRITER. PRICE, \$15.00.

WE HANDLE THE "MERRITT" TYPEWRITER. PRICE, \$15.00.

WE HAVE BICYCLES AT ANY PRICE FROM \$18.00 UP TO \$135.00.

WE WANT AGENTS IN EVERY TOWN.

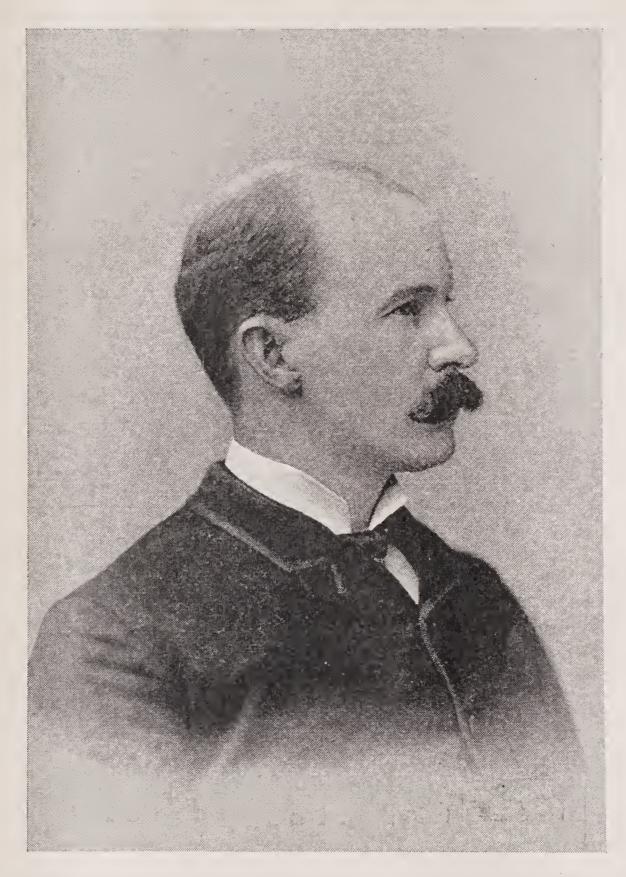
Write for descriptive circulars to

STANDARD · CYCLE · CO.,



No. 588 MAIN STREET, BUFFALO, N. Y.





MR. I. B. POTTER.

THE CHAIRMAN of the Roads Improvement Committee is a lawyer, about thirty-three years old, very decided in action, very neat in appearance, very fond of shooting, and weighs, without his rifle, about 140 pounds—a typical New Yorker. He was born somewhere in Troy, of that state, and was graduated from Cornell University. Mr. Potter is president of the Brooklyn Bicycle Glub. He was one of the originators of the first scheme for legislation in aid of the rights of wheelmen, drafted the Liberty Bill and piloted it through the legislative meshes at Albany. He is the secretary of the New York State Roads Improvement Association, of which he was one of the organizers. Up to his chin in League work, he thinks his law business, which is very large, is more important than anything else, but, with an unlimited capacity for work, and a cool head, you find him at a desk covered with papers, a client in front, a stenographer at his side, a League friend at his left, working with one and shaking hands with the other, talking roads improvement and thinking law. Like Chauncey Depew he has time to see every one.

Mr. Potter is not as bad as he looks.



BY-LAWS — CONTINUED.

SEC. 6. Each Division shall file in the office of the Secretary of the League a certified copy of its Constitution, By-Laws and Rules, and of each and every amendment thereto, and shall certify to him the results of all elections within ten days after the votes shall have been counted.

ARTICLE IV.

DUTIES OF COMMITTEES.

- SECTION I. The Executive and Finance Committee shall have the general management and control of affairs of the League while the National Assembly is not in session: shall regulate and direct all matters of revenue, disbursement and investment, and determine all questions of detail arising in the conduct of the League. It shall have visitorial power over Divisions and Subdivisions and may take summary action in cases of default.
- SEC. 2. To the Membership Committee shall be referred, as they arise, all protests against members or applicants for membership. The committee shall act without delay, and a decision of the committee in the case of the applicant shall be final. In the case of a protested member the committee may impose a penalty of reprimand, suspension or expulsion, but in the latter case an appeal may be taken to the Committee on Rights and Privileges.
 - (b) All fees and dues shall be returned rejected candidates.
- SEC. 3. The Committee on Rights and Privileges shall consider and advise in all matters pertaining to the maintenance of the rights of wheelmen, the enactment of legislation, and the protection of the privileges of the members of the L. A. W., and may take such action in connection therewith as the circumstances of the case may require.
- SEC. 4. To the Committee on Rules and Regulations shall be referred, as they arise, all matters relating to the By-Laws and Rules of the National Assembly.
- (b) It shall arrange suitable accommodations for delegates and provide a place in which to hold the meetings of the Assembly; take charge of and become responsible for such other matters of detail as shall be necessary for the comfort and convenience of the Assembly in the discharge of its duties.
- SEC. 5. It shall be the duty of the Committee on the Improvement of the Highways to promote in the public mind, through the instrumentality of the League, a sense of the utility, general economy and desirability of high-class roads, and an active sentiment in their favor; to encourage legislation requiring committees and public officials to construct and maintain good roads; to collect practical suggestions and information based upon observation and experience concerning the methods of making and mending roads; to publish printed matter calculated to further these ends, distributing the same to members of the League and highway officials as in the judgment of the committee shall seem wise; and generally to perform such other duties as shall best promote the objects of the League.
- SEC. 6. The Committee on Transportation shall arrange and secure special rates and agreements for the carriage of members of the League and their wheels; shall have power to represent the League in negotiation with transportation lines and fix the routes for League travel.
- SEC. 7. To the Racing Board are referred all matters pertaining to racing and the championships. They shall make all arrangements for the annual championships which are held under League auspices and shall assign such other championships as are now or may be established to be run under the auspices of such clubs or associations as they may consider most desirable and under such conditions as they may deem expedient.
- (b) It shall be their duty to make inquiry regarding any wheelman whose amateur status is questioned, and all protests or charges shall be entered with the Chairman of the Board, who will provide for an investigation by a member or members of the Board. Pending investigation,

B. & C. "Ormonde" Full Roadster.

43 lb. Actual Weight (ready to ride).



PRICE, \$135.

This machine is specially constructed to stand the strain of rough and hilly American roads, having outside ball bearings, fitted to wheels; also ball bearing outside of sprocket wheel on crank axle. No solid parts are used, all joints, etc., being made by lap-welding the tubes. This is done by a special and very expensive process, whereby the tubes are doubly thickened at the joints, so that the whole framework is greatly strengthened and rendered more rigid, while weight is reduced considerably. Long, hollow steering centres are fitted, the steering being perfect, and the machine can be ridden without holding the handles most easily. Rosser's patent chain-adjustment regulators are used, and by them it is an impossibility to get the wheels out of track when adjusting the chain, which is done in a very simple manner.

SPECIFICATIONS.—Best weldless steel tubing throughout; 28-inch driving wheel, ½-inch tire; 30-inch front wheel, ¾-inch tire of very best black floating rubber; deep, hollow rims and tangent spokes. Ball bearings to both wheels, crank axle and pedals; detachable cranks; ½-inch tapered, hollow handlebars, cork or horn handles, and hollow saddle post of Γ pattern; detachable guards to both wheels and chain. Geared to 54 inches. Weight, with saddle, pedals, brake and mud guards, all on, ready to ride, 43 lb. Usual parts plated. Balance enameled in best possible manner.

All Parts Detachable and Interchangeable. Material and Workmanship Guaranteed.

"Ormonde" Light Roadster.

36 lb. Actual Weight (ready to ride).

PRICE, \$135.

Built on the same lines as our B. & C. "Ormonde" Full Roadster. With outside bearings, lapped tubes, etc.

BANKER & CAMPBELL CO., Limited,

1786 Broadway, New York City.

BY-LAWS — CONTINUED.

the party against whom these charges are brought may be suspended from the track. Suspicious circumstances which are, in the judgment of any member of the Board, sufficient to make the status of any wheelman a matter of reasonable doubt, shall be the basis of an investigation in the absence of formal protests or charges. The member or members to whom the work of investigation is assigned shall immediately communicate with the party under suspicion, either in person or by registered letter, lay all charges before him or set forth the circumstances which lead to a reasonable doubt, and call for an answer to the charges for a removal of the reasonable doubt. Silence and failure to reply within thirty days to the charges presented will be considered an admission of guilt. If the charges are proved, or the reasonable doubt is not removed, it shall be the duty of the chairman to report the findings in the official organ, declaring that the party has forfeited his amateur status and warning all amateurs not to compete with him; and such official declaration shall carry with it expulsion from the League if the person concerned be a member thereof.

- (c) It shall be within the province of the Racing Board to receive the request of any wheelman for reinstatement as an amateur, to make full inquiry and to decide the case on its merits. A unanimous vote shall be required for reinstatement.
- (d) It shall be within the province of the Racing Board to suspend from the race track, for such a time as they may deem proportionate to the offense, any wheelman guilty of unfair dealing or ungentlemanly conduct on the track, or any wheelman who competes in a race not governed by the rules of the L. A. W., or those that may be approved by the Racing Board, and any wheelman who knowingly competes with one who has been suspended will render himself liable to a like penalty.
- (e) The Racing Board shall have the power to make such rules for its government and the government of its race meetings as may be deemed expedient, and may appoint one or more official handicappers at their discretion.
- SEC. 8. The Committees on Rights and Privileges, Rules and Regulations, and Membership shall consist of three (3) members each. The Racing Board shall consist of at least five (5) members.
- (b) The Committee on Transportation shall consist of a chairman, who shall have power to add members to his committee not exceeding ten in number.

ARTICLE V.

MEMBERSHIP.

SECTION 1. All applications for membership shall be forwarded direct to the Secretary of the League, together with the proper fees and dues and such information as may be required.

The League year shall be divided into two equal parts, beginning with the first day of May and November respectively. Any person making application for admission to the League shall pay in addition to the admission fee the amount of dues fixed by his Division by-laws if his application be between May and November, otherwise half that amount.

Objections to the admission of any candidate for membership must be made to the Secretary within two weeks after the publication of the name of such candidate, and such objections shall be considered confidential.

- SEC. 2. In passing upon the eligibility of candidates as amateurs, the Membership Committee shall be guided by the following rule and shall take proper pains to ascertain and determine through the Racing Board the facts in the case where objection is made to a candidate on this ground.
- SEC. 3. An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

"ORMONDE" ROAD RACER.

Weight, 28 to 30 Lb.

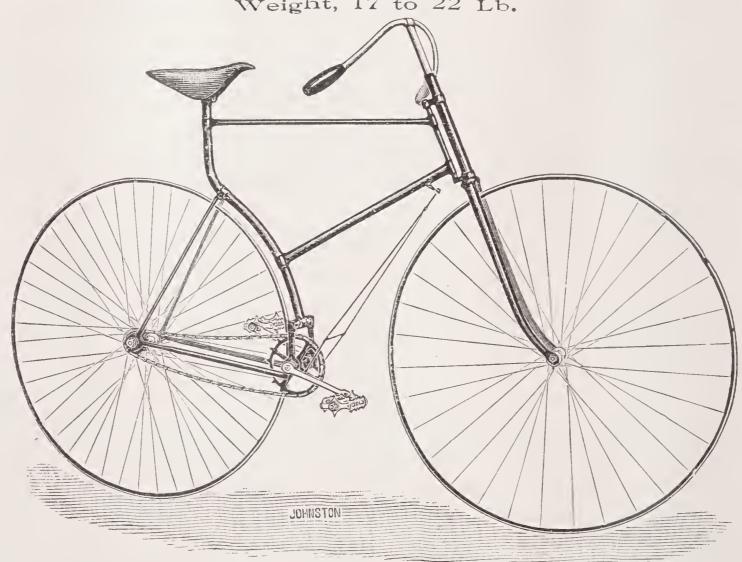


PRICE, \$135.

This machine is specially constructed for scorching and road-racing, and is built on the same lines as our "Ormonde" Light Roadster, with outside ball bearings, lapped tubes, etc. The position of the rider is specially studied for hill climbing at a high rate of speed. All Parts Interchangeable. Workmanship and Material Guaranteed.

"ORMONDE" RACER.

Weight, 17 to 22 Lb.



PRICE, \$140.

This machine is constructed on the same principle as our "B. & C. Ormonde" Full Roadster and Light Roadster, but with lighter tubing and smaller tires. The advantages of building frames by lapping tubes throughout instead of using solid joints are prominently brought forward in this our "Racing Safety," which, while weighing but 17 to 22 lb., is firm and rigid, more so in fact than a great many roadster machines weighing 40 lb. Racing men can ride this machine with every confidence over any track, and its merits can be judged by the number of prominent men who ride this machine, taken together with the performances which have been accomplished upon it during the past.

All Parts Detachable and Interchangeable. Material and Workmanship Guaranteed.

BANKER & CAMPBELL CO., Limited, 1786 Broadway, New York.

BY-LAWS — CONTINUED.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by

- (a) Engaging in cycling or any other recognized athletic exercise or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood or for a wager, money prize or gate money.
- (b) Competing with, or pace making for, or having the pace made by a professional in public or for a prize.
 - (c) Selling, realizing upon or otherwise turning into cash any prize won by him.
- (d) Accepting, directly or indirectly, any remuneration, compensation or expenses whatever from a cycle manufacturer, agent or other person interested in the trade or sport for cycling.
- (e) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.
- (f) The League recognizes as athletic exercises: Running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war and also rowing, sparring, lacrosse, polo, roller and ice skating.

ARTICLE VI.

PROTESTS, SUSPENSIONS, REMOVALS AND EXPULSIONS.

- SECTION I. Any member of the National Assembly charged by ten members of the League or two members of the National Assembly with malfeasance in office, or with conduct prejudicial to the interests of the League, may be suspended by the President, a copy of the charges to accompany the order of suspension.
- (b) Any member of the National Assembly against whom charges have been regularly preferred shall be heard without delay before a committee consisting of the President and the Chairmen of the Committees on Rights and Privileges, Rules and Regulations, Membership and Improvement of Highways, and, if found guilty as specified in the charges, may be reprimanded, suspended or removed from his office.
- (c) Any member found guilty under clauses (a) and (b) of this article shall have the right of appeal to the National Assembly, a majority vote of which shall be necessary to overrule the decision of the committee.
- (d) Any member of the League charged with conduct prejudicial to the organization may be protested in writing by ten members of the League; the charges and specifications to be forwarded at once to the Membership Committee.
- (e) Expulsion from League clubs shall entail expulsion from the League provided the Membership Committee concur therein.

ARTICLE VII.

SECTION 1. Members removing from one Division to another may obtain membership in the latter Division by filing with the Secretary of the League and the Secretary-Treasurers of both Divisions notice of intention of such change. Upon receipt of such notice, the Secretary of the League shall forthwith transfer the applicant as requested, and shall debit the old and credit the new Division with a pro rata share of the member's dues, computed quarterly.

ARTICLE VIII.

ASSESSMENT OF DIVISIONS.

The National Assembly may, at any meeting, by a vote of the members and proxies present, lay a per capita assessment upon the Divisions.

"ORMONDE" No. 3 ROADSTER (TRIANGLE FRAME).



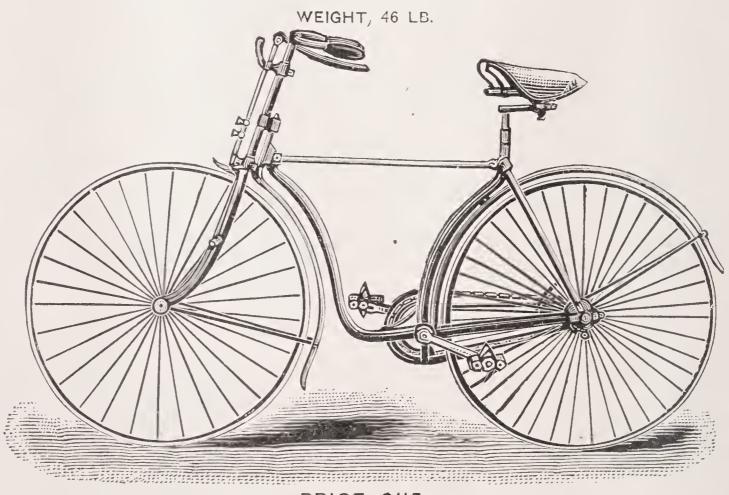
PRICE, \$120.

SPECIFICATIONS.—Weldless steel tubing and steel stampings throughout; 30-inch driving wheel, 7%-inch tire; 30-inch steering wheel, 34-inch tire, black rubber. Hollow rims, tangent spokes. Geared to 54 inches. Ball bearings to both wheels, crank axle and pedals. Detachable cranks, hollow handle-bar and saddle-post of pattern, fitted with our "B. & C." saddle. Fish saddle if preferred. Detachable guards to both wheels and chain. Usual parts plated, and balance enameled in best possible manner.

All Parts Detachable and Interchangeable.

Material and Workmanship Guaranteed.

"ORMONDE" No. 2 COMBINATION.



PRICE, \$115.

SPECIFICATIONS.—Weldless steel tubing and steel stampings throughout. 30-inch wheels, 34-inch front and 78-inch rear tires, hollow rims. Geared to 54 inches. Ball bearings to both wheels. Crank axle and pedals. Fitted with our special ladies' ball pedals if desired. Detachable cranks. Hollow handle-bar and saddle-post (our own saddle); any saddle if desired. Detachable guards to both wheels and chain. Usual parts plated; balance enameled in best possible manner.

All Parts Detachable and Interchangeable. Material and Workmanship Guaranteed.

BANKER & CAMPBELL CO., Limited, 1786 Broadway, New York.

BY-LAWS—CONCLUDED.

ARTICLE IX.

UNIFORM AND BADGES.

The uniform of the League shall be of cloth adopted by the National Assembly, and shall be made as follows:

The coat shall consist of a single-breasted sacque, square front, to button up close to the chin, with six L. A. W. buttons; falling collar, fitting closely around the neck; no inside lining; a facing of the same goods back to the arms and over the shoulders, double-stitched edges and welted seams; four outside patch pockets; two small buttons on each sleeve at the underseam.

The knee breeches shall button at the bottom on the outside with three small L. A. W. buttons; reinforced seat; two hip pockets and one watch pocket; French fly; five loops for belt of same cloth on the waist band; the V notch at back to adjust with lace eyelets.

The vest shall be single-breasted, six L. A. W. buttons, no collar, four outside pockets.

Cap: L. A. W. cloth, flat top, soft crown, silk-lined, falling visor, L. A. W. buttons, black silk velours band, and silk cord; four ventilators in top.

Hose: Ribbed woolen, brown mixture, to match suit.

Shirt: Gray flannel, to button in front; one breast pocket.

SECTION 2. The emblem or badge of the League shall be a wheel, having upon its side three wings radiating from the hub to the rim at equal distances apart, and the letters "L. A. W." on the spokes between the wings.

(b) The emblems of the officials of the League shall be such as are established by the Executive Committee.

ARTICLE X.

SEAL OF THE LEAGUE.

The seal of the League shall be a fac-simile of the League badge surrounded by the words "League of American Wheelmen, Organized 1880."

ARTICLE XI.

ELECTION BY BALLOT.

The election of officers in the National Assembly shall be by written or printed ballot.

ARTICLE XII.

ADDITIONS AND AMENDMENTS.

Additions or amendments to the By-Laws may be made by the National Assembly, but no amendment shall be made unless thirty days' notice thereof shall have been given through the columns of the official organ.

"ORMONDE" No. 1 DIAMOND.



PRICE, \$100.

SPECIFICATIONS.—30-inch wheels, 3/4-inch front, 7/8-inch rear tires; direct spokes, crescent rims. Ball bearings to both wheels, crank axle and pedals. Detachable cranks. Any saddle desired. Detachable guards to both wheels and chain. Usual parts plated; balance enameled in best possible manner.

All Parts Interchangeable. Workmanship and Material Guaranteed.

THE "LEAGUE" SAFETY.

Weight, 48 lb.



PRICE, \$75.

SPECIFICATIONS.—Wheels, 30 inches; ¾-inch front, ½-inch rear molded rubber tires; direct spokes, crescent rims. Ball bearings to both wheels, crank axle and pedals. Detachable cranks. Frame, hollow steel tubing, with top and bottom braces. Hollow handle-bar. Hollow saddle-post of pattern. Detachable guards to both wheels and chain. Geared to 54 inches. Usual parts plated; balance enameled in best possible manner. Weight, with saddle, pedals, and tool-bag all on, ready to ride, 48 lb.

All Parts are Interchangeable. Material and Workmanship Guaranteed.

Banker & Campbell Co., L't'd, 1786 Broadway, New York.

THE MOVEMENT FOR BETTER ROADS.

If horses could talk roads would shine. In the man who drives, ease and habit have induced a passive indifference to the road, however bad, and it would seem that the dumb and patient beast alone, in all the ages of his toilsome history, has been conscious of the miserable, unmerciful, inadequate condition of the common roads. With varying conditions of weather his unrelenting master has forced him to flounder in the pasty depths and smother in the impalpable dust, struggling with the burden which Nature designed him to carry, but which, by the perverted treatment of that streak of disturbed soil which in America we call a "road," has become a tax upon his very blood and bone.

But, happily, in the process of time, and within the last decade, there has appeared upon the public highway a vehicle, propelled by a thinking, speaking motive power—a wheelman—a "horse that talks"; and, impelled by the practical lesson of their own experience and the splendid results of good roads in other countries, the wheelmen of America have begun a crusade against the ignorant and shameful system by which the states have sought to maintain these primal arteries of trade and travel. The movement is beginning to assume a practical and aggressive form. The supreme question which to-day agitates the active members of the Wheelmen's League, and which ought, above all other questions, to arouse the enthusiasm of the rank and file, is that of the improvement of common roads. For the past two years, mainly through the efforts of the League, the subject has excited public attention and assumed an importance which has forced it into the channels of statecraft and given to it an impetus which the wary and conservative politician is beginning to recognize. To those who are in touch with the details of this movement, it is obvious that the time has come for a closing of ranks and a stronger and more systematic effort to attain a successful result. Thus far the work of the national body and that of the several state divisions has not been carried on with the concurrence necessary for the best results. It is one of the objects of this paper to set forth briefly the policy of the national body of the League in the work of road improvement and to suggest to the several state divisions the importance and possible methods of harmonious co-operation.

Naturally, and properly enough, the first object of the work of a division is the improvement of the public roads of its own state. The wheelmen of New York, for example, may be touched with a feeling of fraternal pride and congratulation upon learning that the wheelmen of Illinois have secured the passage of a law for the construction of better roads; but neither the road laws nor the roads of Illinois are of any direct benefit to the wheelmen of New York or to those of any other state, and, knowing the importance of local claims, the officers of the separate divisions have directed their forces to the accomplishment of the work immediately In its prosecution the several divisions will develop valuable knowledge and results having relation in each case to the method pursued, and these lessons in cause and effect should be placed in the common fund for the good of all. To encourage this work and to establish a central bureau of information, to which each division may contribute and from which all may draw, is one of the objects to which the national body is now committed. .The National Committee on Improvement of the Highways will advise, assist and, if need be, direct the efforts of any state division and, from time to time, supply the printed matter necessary to the successful prosecution of the work in hand. And, right here, it is appropriate to suggest a method of procedure which some experience and observation have shown to be effectual and which, it is believed, sound judgment will commend. By this method it will appear that the League must accomplish its end in three successive steps. Let these be considered in turn:

I. Organization.—Already accomplished. The organic law of the League declares this work of securing an improvement of the public roads one of its prime objects. The national

BOYS' "ORMONDE."

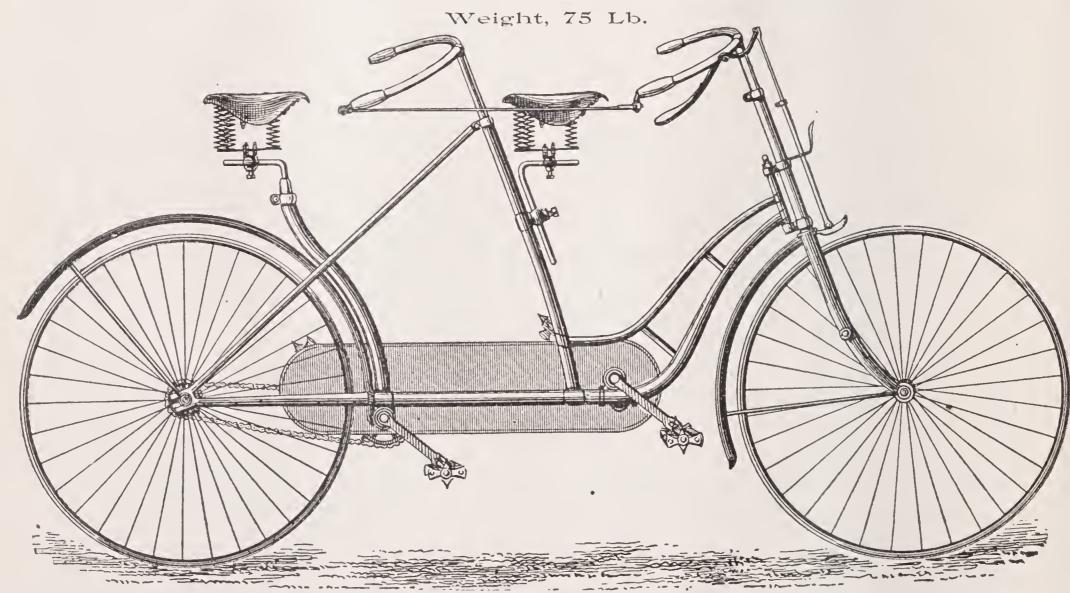
Weight, 38 Lb.



PRICE, \$65.

SPECIFICATIONS.—26-inch wheels, 5%-inch front, 3%-inch rear, molded rubber tires; direct spokes, crescent rims; ball bearings to both wheels, crank axle and pedals; detachable cranks. Frame, hollow steel tubing, with top and bottom braces. Detachable guards to both wheels and chain. Geared to 48 inches. Weight, 38 lb. All Parts are Interchangeable. Material and Workmanship Guaranteed.

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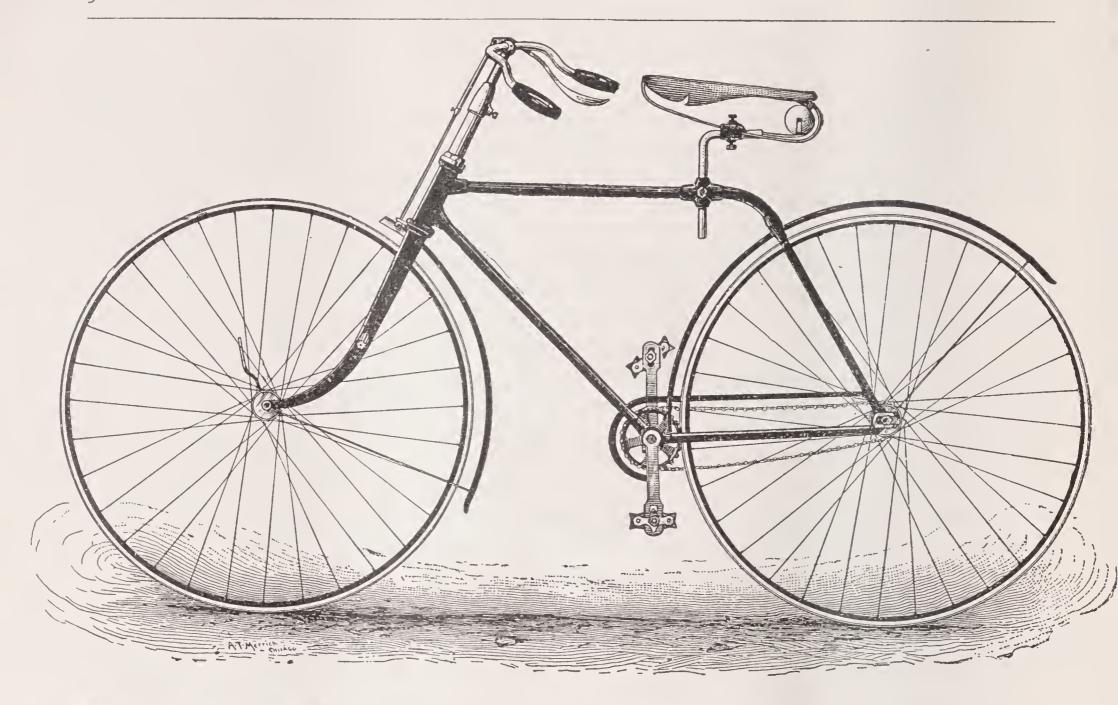
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THE MOVEMENT FOR BETTER ROADS—CONTINUED.

body and many state divisions have committees with specific duties directed to the carrying out of this object, but in many states the prospective volume of work is so great and the prospect of success so remote that it has received indifferent attention if not entire neglect. In such states the second step of the League's road-improvement work will be felt with special force, and the co-operation and aid of the National Committee be warmly appreciated.

- 2. AGITATION.—Herein lies the key to the whole question, and in its solution there is room and work for all. For effective purpose it must be directed among those classes whose interest in good roads is a pecuniary one and whose purses must contribute to the cost of building and maintaining them. The common road, while in a general way the property of all the people, is, in a more immediate and direct sense, the farmer's highway, and the intelligent farmer, therefore, as well as the immediate tradesman with whom he deals in his local market, must receive the arguments and facts which appeal for better roads. Nor will this work be wholly discouraging. The farmer and the tradesman will read and approve arguments grounded in sense and justified by experience, but it must be remembered that their present sources of information are meagre and when interest is once aroused it must be satisfied. The agitation must be kept up and the demand for good roads emphasized wherever possible. This work of agitation requires vigorous and systematic effort. For example, your state has:
 - 1. County agricultural societies in many, if not all, of its separate counties.
 - 2. Boards of Trade in many cities and towns.
 - 3. A State Department of Agriculture.
 - 4. Clubs and societies devoted to the interests of tradesmen and farmers and known by various titles.
 - 5. A State Agricultural Society.
 - 6. State and local societies of professional men.
 - 7. Various political and labor organizations.

All these and other bodies contain intelligent, progressive men, whose influence is needed and can be obtained. Personal letters should be sent the officers of each of these various organizations, setting forth strongly the object and importance of the movement and requesting copies of their several membership lists, or the names of such members as may appreciate the work in hand. Next, prepare a mail list, in which should be entered the name and address (a) of each person whose name is thus obtained; (b) of each officer of the state and of the several counties; (c) of each member of the State Legislature and of the National Congress representing the state; (d) of prominent and influential men of any calling who may be of service; (e) of each prominent newspaper and, if possible, of all the newspapers published within the state; (f) of all clergymen of different denominations. If this list shall appear formidable it will be remembered that this preliminary work is in one sense a "fishing excursion," and as the movement progresses the mail list can be revised to suit conditions. All the persons named in the mail list should be sent printed circulars treating of the utility and practical economy of high-class roads; illustrating by facts how our own miserable system and inadequate laws are shamed and condemned by those of other countries; setting forth by computation the improvement obtainable even by the lightest per capita expense in the construction of high-class roads; and generally the valuable results to the individual, to society, and to the nation, of good roads wherever adopted. With this printed matter should be sent a circular letter inviting correspondence and assistance. To these letters many replies will be received, and the fact will develop that many good and able men are ready to help the movement. From these, speakers should be enlisted and writers encouraged to advance the work wherever possible, and timely communications sent to newspapers. Strong editorials, frequent public letters and public speeches, and an emphatic prominence of the question of roads improvement in agricultural and industrial meetings will make the demand for better roads and revised road laws so general as to warrant a final step in the direction of the



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MR. CHARLES S. DAVOL.

THE CHAIRMAN of the Racing Board is a quick-eyed, trim-built man thirty years of age, who looks as if he could walk through a five-foot-nine-inch door open or shut. His whole impression is that of a particularly intelligent, determined man of quiet bearing who knows what he is about and can tell other people what they ought to do and keep them at it. He was born at Fall River, Mass., lives at Warren, R. I., and has been long identified with Rhode Island's cycling interests.

Mr. Davol was appointed League Representative in the spring of 1886, and Chief Consul in September, 1887, which office he yet holds.

In the spring of 1888 he was tendered a place on the L. A. W. Membership Committee, and October 12 was made Chairman of the Racing Board, which place Davol holds and probably will hold for a long time to come, as he fills admirably this most difficult office. He thoroughly understands his business and has mastered the Rules of the Board, which he quotes for his authority on the slightest provocation. He was spoken of as Second Vice-President of the League for 1890, but refused the suggestion, and certainly is too valuable to the League in his present place to change it for any nominally higher position.



THE MOVEMENT FOR BETTER ROADS—CONCLUDED.

needed reform. Before passing to the consideration of this step the writer regrets to say that the suggestions offered as to the "agitation" of the road-improvement question are shortened by the necessary limits of this paper, but that upon this or any of the various matters here treated the National Committee will at any time be glad to advise at length with the officers or committees of any of the several state divisions.

3. LEGISLATION, in its best form, the natural outgrowth of popular demand.—Before this step is undertaken the educational work should be well under way and as many good men as possible enlisted in its behalf. Forces should be organized and classified, and the workers for good roads should be known, counted and recorded in every district represented by a state legislator. They may not yet be in the majority, but the earnestness of a few will often prevail against the indifference of many. In preparing a form of revised law have special regard for the proposed expenditure of money. Let the sum be what it may, it should be provided that the tax rate shall not be increased to oppress the poorest inhabitant. If the people are to have good roads, bear in mind the excellent condition of the public credit and let them have long time and cheap rates. A good road is a permanent structure built for all time and largely for the benefit of future generations; hence it is just and proper that the law should cast upon the next generation a part of the burden of cost. Place the whole question in its true light and endeavor to show the people that money paid for a good road is an investment rather than a tax. Keep the newspapers supplied with arguments and facts for news, comment and editorials. Apportion your work, and, remembering that the strongest influence comes to each legislator from the people of his own district, make your friends in each county responsible for the sentiment of the member who represents them. Keep the question alive and give it such prominence as to impress the Legislature and encourage the indifferent and timid members whose personal convictions can be best relied upon when policy and expediency concur. Keep your best man at the state capital while the Legislature is in session, and second his efforts by the promptest aid in any direction he may require. And in the process of time, when the slow-going public shall have fully informed itself of the besmearing qualities of soluble dirt and learned that neither horse power, axle grease nor profanity, nor all combined, can suffice to ferry its loaded wagons through the common sea of slush, sludge and slime, your bill will pass and your sound philosophy and zeal be crowned with lasting success.

ISAAC B. POTTER,

Chairman Roads Improvement Committee.



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ticket; it being understood in all cases that the wheel is carried at owner's risk of damage or delay. It would be manifestly impossible at this time to furnish a complete list of all the roads with their respective rules governing the free carriage of wheels. With some, simply placing wheel in baggage car and presenting passage ticket is sufficient; with others, a baggage check is required; with still others, a special permit is necessary, such permit to be obtained from the baggage or passenger department. Wheelmen traveling by train, therefore, should, whenever possible, ascertain before commencing their journey the rules of the railway line with respect to carriage of wheels, and govern themselves accordingly. Avoid disputes with train baggagemen whenever possible; such disputes are always annoying and generally unprofitable. If payment is demanded, take receipt for amount paid and send it, with all the facts bearing on the case, to the Chairman of the Transportation Committee, who will make every effort to have the sum refunded and subsequent overcharges prevented.

W. M. BREWSTER, Chairman Transportation Committee.

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JAMES G. BATTERSON, President. RODNEY DENNIS, Secretary

JOHN E. MORRIS, Asst. Secretary.

L. A. W. RACING RULES, 1890.

GENERAL RULES.

A. Any amateur willfully competing at races not stated to be held and actually held under the rules of the Board, or rules approved by the Board, shall be liable to suspension from the race track for such a time as the Racing Board may determine; and amateurs are notified that to compete against any rider who has

been suspended will render them liable to the same penalty.

B. The Racing Board will receive and pass upon all claims for records and, if required, claimants must furnish a statement from the judges and timekeepers of the meeting, together with a sworn statement from a competent surveyor certifying the measurement of the track. When the record is proven to the satisfaction of the Board it will be published in the official organ and stand as such on the books of the Board. No record made at a meeting not governed by League rules will be considered. No record made on the Lord's Day will be considered. The Board will enter no record in its books that is not made in competition between men at an open meeting, of which at least one week's notice has been given. The Board will enter no record in its books that is made on a board track or under cover.

C. The standard of measurement adopted by the Board requires that a track shall be measured on a line drawn not more than eighteen inches from a well-defined, fixed and continuous inner curb or pole, and no

record will be allowed on a track otherwise measured.

D. The Board reserves the right to exclude from the racing path any and all machines which, in their judgment, do not come within the commonly-accepted meaning of the terms "bicycle" and "tricycle," either by the peculiarity of construction or by undoubted mechanical advantages which they may possess.

E. (1.) The following National L. A. W. championships have been established by the Board: One-mile, two-mile and five-mile "ordinary" bicycle; one-mile, two-mile and five-mile "safety" bicycle, and one-mile,

two-mile and three-mile "tandem-safety" bicycle.

(2.) The country shall be divided into seven racing districts:

District No. 1, comprising the following States: Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut.

District No. 2, comprising New York and New Jersey.

District No. 3, comprising Pennsylvania, Delaware, Maryland, District of Columbia, Virginia and West Virginia.

District No. 4, comprising Ohio, Kentucky, Indiana, Michigan, Wisconsin, Illinois and Missouri.

District No. 5, comprising North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Arkansas, Tennessee and Indian Territory.

District No. 6, comprising Minnesota, Iowa, Kansas, Colorado, Nebraska, North Dakota and South

Dakota.

District No. 7, comprising Montana, Wyoming, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, California and Nevada.

(3.) Each district shall be in charge of a District Racing Board, consisting of five members, to be ap-

pointed by the National Racing Board.

Each District Racing Board shall have entire charge of all matters pertaining to the running of the championships in its district. The district championships shall be contested prior to August 15 of each year at such place or places as the District Racing Board may determine. District championships are open to any League member residing in the district.

The winner and second man in each event may be sent, at the expense of the district, to compete at National Championships. Winner and second man only in District Championships shall be eligible to enter corresponding National Championships. Divisions may pay the expenses of members to represent them at

their District Championships.

The National Championships shall be contested annually, between August 15 and October 15, at such

place as the National Racing Board may determine.

(4.) National and District Championships are open to League members only, and the trophies for National Championships shall be medals, struck from the dies owned by the League, to cost in no case more than \$50, and to become the property of the winner each year.

(5.) Privilege to hold State Championships in States where no division of the League has been formed will be granted to clubs or authorized associations when the importance of the meeting is sufficient to warrant

the Racing Board's special sanction.

(6.) The National Racing Board shall give at least thirty days' notice of the location and date of the

National Championships.

District Racing Boards shall give at least thirty days' notice of the location and date of the District

Championships.

F. (1.) The Board will appoint at its discretion seven or more League handicappers (giving to each a special district), who will, for a stated sum, attend to the classification of the racing men and frame the handicaps of the League and of such of its associate clubs as shall desire this service at their hands. Classification shall be based on the appended table in Rule 29. Handicaps shall be based on the ability as well as records of the contestants. Handicaps shall be framed and the men classified before the day of the race shall appear on the programme, and shall not be changed during the meeting.

(2.) Entries to handicaps and class races shall close seven days prior to contest, to allow time for proper

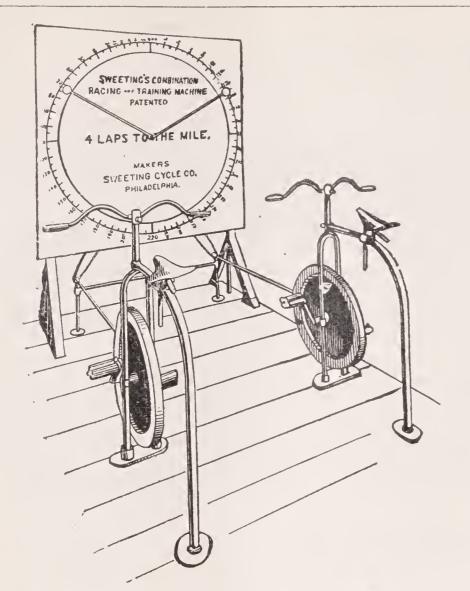
investigation.

(3.) Clubs holding races must send to the official handicapper of the district in which the races are to be held a complete list of entries in all handicap and class races not later than five days previous to the date of races. Any contestant in a handicap or class race not handicapped or classified by the district handicapper shall be liable to suspension from the race track for such a time as the Racing Board may determine.

(4.) A fee of 25 cents will be charged for each entry, to be paid by the club or managers of the race meet-

ing for which the handicapping or classifying is done.

G. Any cycle or athletic club will be allowed, under special sanction of this Board, to pay the entrance fees and actual necessary traveling expenses of a member or members whom they may desire to represent



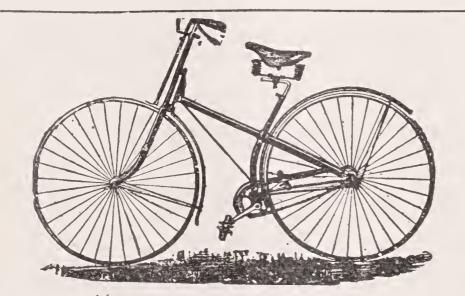
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RACING RULES—CONTINUED.

them at a race meeting, but without this special sanction no competitor in amateur events shall accept from his own club, or from a club promoting sports at which he competes, any payment for his expenses under penalty of suspension from the track for a time at the discretion of the Board. Athletic clubs (members of the A. A. U.) are not required to apply for this special sanction, and racing men riding for A. A. U. clubs, are not liable under this rule.

H. No open betting shall be permitted. The officials of a race meeting (see Rule 2) shall not bet upon the result of any race. Officials found guilty of violating this rule will be debarred from holding official positions at race meetings for such a time as the Racing Board may determine

positions at race meetings for such a time as the Racing Board may determine.

In no case shall an order for goods to a certain value be offered or taken in any event.

TRACK RULES.

r. Entries and awards in amateur events shall be confined strictly to amateurs, and persons entering for these races who are not members of cycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the Executive Board that they are not professionals, either by their own statements in writing or otherwise.

2. The officers of a race meeting shall be: A referee, three judges at the finish, three timekeepers, one starter, one clerk of the course, with assistants if necessary, one scorer, with assistants if necessary, and one umpire for every one-eighth of a mile. The referee, judges and clerk of the course shall constitute an Execu-

ive Board.

3. The referee shall have general supervision of the race meeting. He shall give judgments on protests received by him; shall decide all questions or objections respecting foul riding or offenses which he may be personally cognizant of, or which may be brought to his attention by an umpire or other officers. He shall act as he may think for the best in cases of misconduct by attendants, and shall disqualify any competitor who may become liable to disqualification. He shall decide all questions whose settlement is not otherwise provided for in these rules. His decision in all cases shall be final.

4. The judges shall decide the positions of the men at the finish. Two shall stand at one end of the tape and the third at the other. One shall take the winner, another the second man, and the other the third man; they shall also note the distance between the first three as they finish. In case of disagreement the majority shall decide. Their decision as to the order in which the men finish shall be final and without appeal.

5. The timekeepers shall compare watches before the races are started and shall note any variance; they shall each time every event and, in case of disagreement, the intermediate time of the three watches shall be the official time. Time shall be taken from the flash of the pistol. In case two watches of the three mark the same time, that shall be the official time.

6. The scorer shall record the laps made by each competitor, the order of the men at the finish and the

time as given to him by the timekeepers. Scorers shall have such assistance as may be necessary.

7. It shall be the duty of the starter, when it has been reported to him by a clerk of the course that all the competitors are ready, to see that the timekeeper is warned, and before starting the men to say "Mount," in a few seconds after to say, "Are you ready?" and, if no reply to the contrary be given, to effect the start by report of pistol. Should the pistol miss fire, the start will be made at the word "Go." The starter may, at his discretion, put back, for a distance not exceeding ten yards, any competitor starting before the signal is given. In case of a false start, the competitors shall be called back by the starter and restarted. Any competitor refusing to obey shall at once be disqualified. He shall announce to the competitors the distance which they are to run and shall indicate the commencement of the last lap by ringing a bell as the riders pass over the mark for the final lap. In case of a fall within ten feet of the scratch line the contestants shall be recalled and the race started over again. Time handicaps shall be started at the word "Go."

8. The clerk of the course shall call competitors in ample time for each event and see that they are provided with numbers properly worn. He shall report the contestants to the scorers, see that they are on their

appointed marks and call their numbers for the scorers as they cross the line at the end of each lap.

9. It shall be the duty of an umpire to stand at such part of the field as the referee may direct to watch closely the riding, and immediately after each race to report to the referee any competitor or competitors whose riding he may consider unfair, to the end that the referee, before making any decision, may be credibly informed by an official as to the facts.

10. It shall be the duty of the Executive Board to adjudicate any questionable entry, and they shall have the power to make any alteration in the programme that they may deem necessary, or to disqualify com-

petitors without any protests being lodged by another competitor.

11. No person whatsoever shall be allowed inside the track except the officials. Authorized persons shall wear a badge. Competitors not engaged in the race actually taking place shall not be allowed inside or upon the track.

12. Any competitor making a false entry will be disqualified and debarred from any place or prize.

13. Choice or change of machine and choice of costume are not limited, except that shirt and breeches must not bare shoulder nor knee. In races distinctly stated on the programme of events to be for a particular class of machine, this rule shall not apply so far as choice or change of machine is concerned. Safety bicycle races shall be limited to machines whose driving wheel does not exceed thirty-two inches in diameter. "Ordinary" bicycles and "safety," or "tandem safety," bicycles shall not be ridden in the same race.

14. Every competitor will receive in the dressing-room a ticket, bearing a number corresponding with his number on the programme, which ticket must be worn by him on his back during the race. He shall inform himself of the times at which he must compete and await the call of the clerk in the dressing-room.

15. The drawing for positions in each event shall be done by the promoters of the meeting, and the positions of the men shall appear on the programme. When it becomes necessary to draw for positions on the grounds the work shall be done by the clerk and starter in conjunction. In heat races, the winner of the first heat shall take the pole in the next succeeding heat. When races are run in heats and a final the winner of the fastest heat shall take the pole in the final.

16. All starts, bicycle or tricycle, shall be from a standstill, with the left hand toward the curb, and the machines are to be held in position by an attendant (the front wheel touching the starting line) until the signal is given by the starter. Attendants when pushing off competitors, must have and keep *both* feet on the



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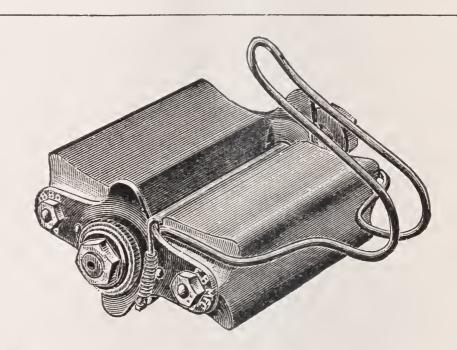
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RACING RULES—CONTINUED.

ground behind the mark from which the competitor actually starts. Should any part of the attendant's body touch the track in front of the mark the competitor shall be disqualified. Any competitor shall be at liberty, with the consent of the referee, to start from a mark behind the one allotted him in the race; but in such case, as in all others, the point of contact of the front wheel of the machine with the ground shall be considered the starting mark and the same rule shall apply.

17. The finish of all races shall be judged by the first part of the front wheel which touches the tape fastened

flat on the ground at the winning post.

18. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the cycle in front before taking the inside. The inside man must allow room for his competitor to pass on the outside. A competitor, overtaking another, may pass between him and the pole, if there be ample room, but he does so at his risk; and, should a foul be claimed, the referee must decide if the rider was justified in his course. Riders are cautioned that they must not pass inside, except as a last resort.

Any competitor guilty of foul riding will be disqualified and debarred from any place or prize.

20. Any protest against a competitor respecting his qualification as an amateur must be lodged with the referee before starting, and any protest respecting foul riding or breach of rules must be made to the referee immediately after the heat is finished. A competitor, upon being disqualified, shall forfeit any entry fee he may have paid.

21. Competitors may dismount during a race at their pleasure and may run with their cycles, if they wish to, but they must keep to the extreme outside of the path whenever dismounted. If a rider be dismounted by accident or to change his machine, an attendant may hold his machine while he mounts it, and he must so mount at the extreme outside of the path.

22. Competitors will not be permitted to fall behind one lap, or more, and continue on the track with the other competitors for the purpose of racing. Pacing, if so attempted, shall disqualify both the competitor and pacemaker.

23. Clause D, Section 6, Article III., of the League By-Laws reads as follows: "It shall also be within the province of the Racing Board to suspend from the race track, for such a time as they may deem proportionate to the offense, any wheelman guilty of unfair dealing or ungentlemanly conduct on the race track," etc. The following will be considered as unfair dealing and ungentlemanly conduct and render the offender liable to suspension:

(1) Entering a class race to which his record does not give him the right of entry.

(1.) Entering a class race to which his record does not give him the right of entry.

(2.) Suppression of true figures and rendering of false figures to the official handicappers.
(3.) The use of obscene language on the track.

(4.) Swearing at other competitors and at race officials.

The referee may place a time limit on any race. The time limit shall not be announced to the contestants.

The referee may place a time limit on any race. If the competitors finish within the limit they shall until their arrival at the tape preparatory to the start of the race. If the competitors finish within the limit they shall receive the prizes; if they fail to so finish and the referee is convinced by their riding and the time made that they endeavored to reach the limit he may award the prizes. It shall be his privilege to withhold any prize if, in his opinion, a competitor did not try to win the race.

25. In order to secure a special prize, offered for the fastest time made at a stated distance, the successful com-

petitor must have ridden the entire distance of the race in which he makes his record.

26. If in any race, by reason of accident or withdrawal, only one contestant remain upon the track, the referee may call such contestant from the track and award him the first prize. 27. The officers of a race meeting (see Rule 2) shall not be permitted to compete in any race at a race meeting

with which they are officially connected.

28. A novices' race is open only to those who up to date of event have never won a prize, and shall be the first race of a meet. 29. A class race is open only to those who up to date of the closing of entries have not won one of the first two positions in a public event in the same or better time than the class under consideration, or in relative time, judged

from the other distances according to the appended table. See Rule F and Rule 23. One Mile. Two Miles. Three Miles. Five Miles. 8.20 8.30 9.45 10.00 2.40 2.45 3.10 3.15 6.30 6.40 5.30 5.40 14.20 14.40 17.00 17.30 6.50 7.10 8.45 0.00 10.30 11.00 15.00 15.30 18.30 19.00 2.50 2.55 3.20 3.30

3.00 3.05	6.10 6.20	9.15 9.30	16.00 16.30	,
30. In a race without ha	ands the start shall be ma	ide as usual. Ten second	Is from the time of starting the off. The competitors must th	starter
			achine. Any competitor touch	

part of his machine with his hands or arms shall be disqualified. 31. In a slow race a straightaway course not less than three nor more than five feet in width should be marked out for each competitor. Any competitor who rides outside of these lines, to be judged by the centre of the driving

wheel, or who comes to a standstill, or who is dismounted, or who fails to start at the signal, shall be disqualified. 32. In a lap race the position of the first three men must be taken at the finish of every lap. The first man shall score three points, the second man shall score two points, the third man shall score one point, and no others shall score. The contestant who crosses the line first at the finish shall for that lap score four points. The competitor who scores the greatest number of points shall be declared the winner, but any contestant, in order to secure a prize, must ride the entire distance and be within 150 yards of the finish when the first man crosses the tape at the end of the last lap. Any competitor failing to comply with this rule shall be disqualified.

33. In a team race the position of each rider must be taken at the finish of each lap. The first man shall count a number equal to that of the contestants at the start, the second man shall count one less, the third two less, and so on. The aggregate scores of the team members shall decide the winning team. A team shall be limited to three riders, each of whom shall have been a member of the club entering the team for at least three months previous to date of event. Each team member must also have resided within five miles of the city or town where the club has its head-

quarters for at least six months previous to the date of contest.

34. The contestants in the run-and-ride race shall be started on foot in the usual manner, and umpires shall be stationed on the track at the mounting and dismounting stations, who shall take account of the fairness of mounting and dismounting. Mounting before reaching, or dismounting after passing the station, shall be sufficient cause for disqualification. The alternating distance shall be one-quarter of the distance of the entire race.

35. In a heat race, where the contestant must win two in three, or three in five, the position of each rider must be taken at the finish of each heat. The first man shall count a number equal to that of the contestants in the first heat, the second man shall count one less, the third two less, and so on. The competitor who scores the greatest number of points shall be declared the winner.

36. Entries in a consolation race shall be limited to those who have won no prize in any event of the meeting; provided, however, if only a single prize is given in the team race, members of the winning team shall not be consid-

ered to have won a prize, and shall be eligible to the consolation race.

37. Any club, or race promoters, desiring to place upon their lists of events a race of different nomenclature than those given above, must first explain the nature of the event to the Racing Board member in charge of the district in which races are to be held and obtain his consent. The consent having been obtained, they shall print upon the entry blank and the programme of the day a rule to define the race, that the officials and contestants may clearly understand the conditions of the contest.

38. Ignorance of any of the foregoing rules will not be considered a valid excuse for violation.



W. D. GARRISON, MANAGER.

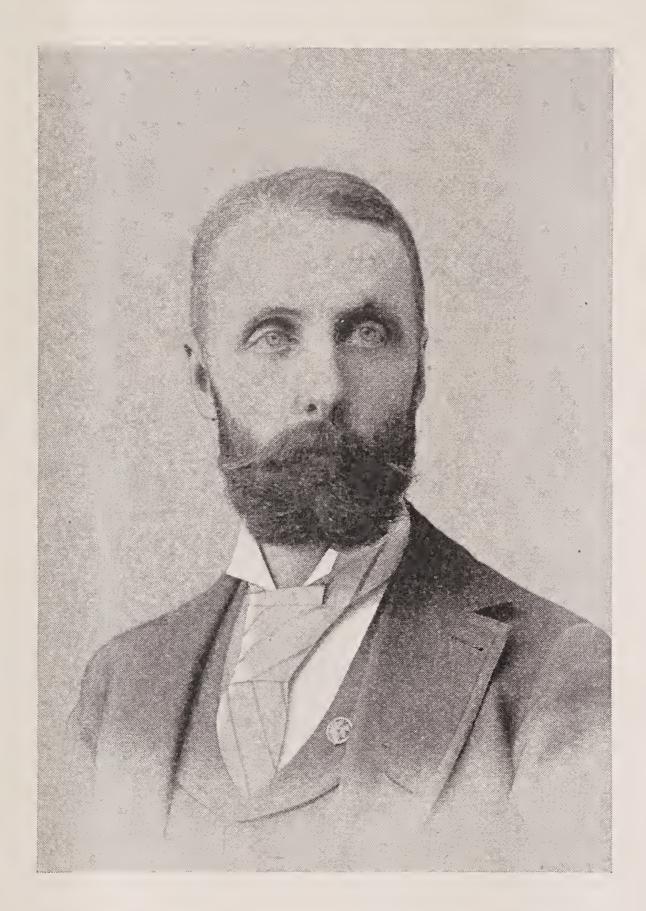
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Mr. Bull joined the League about eight years ago, and his qualities were at once recognized and called into play. He has been identified with nearly every prominent League work since 1882, and a member of the State Board of Officers since 1885. He held the office of Vice-Consul of New York in the years 1886, 1887 and 1888; was elected Second Vice-President of the League in 1888, and in the spring of 1889 became Chief Consul. During the winter of 1887, Mr. Bull did yeoman service in behalf of the Liberty Bill, then pending in the New York Legislature, and has since exerted his tireless energy to put forward the movement for better roads within his state, and to secure for the League a substantial increase in membership. Among the wheelmen of New York he is held in affectionate regard, not less for his enthusiastic and ambitious efforts than for the striking personal modesty with which he avoids display.

Chief Consul Bull is thoroughly familiar with all the details of his division work, and keeps himself in touch with his subordinate officers. As a letter writer he is matchless, both as regards quality and quantity, and his autograph, to the wheelmen of New York, is as familiar as the sky. Besides the important work done by Mr. Bull as part of his official duties, he has rendered most important service in the work of preparing various road-books and hand-books of the League, and is, of all men, to be depended upon for any League work where zeal and ability are required.



A REGISTRY OF BICYCLE CLUBS IN THE UNITED STATES.

LEAGUE CLUBS INDICATED BY CAPITALS.

Aberdeen-Wheelmen, Aberdeen, So. Dakota; N. H. Wendell, Capt. Org. July, 1889.

Abington B. C., Abington, Mass.

Æolus C. C., 258 W. Division St., Chicago, Ill.; Geo. E. Allison, Sec., 659 W. Huron St. Org. Aug 1, 1887. 125 members.

Akron C. C., Akron, O.; Louis W. Strayer, Sec., Daily Republican. Org. April, 1889. 20 members.

ALBANY B. C. No. 209, 373 Hudson Ave., Albany, N. Y.; G. Wm. Harrison, Sec., 128 State St. Org. Aug. 25, 1880; League Club Sept. 15, 1888. 40 members.

ALBANY WHEELMEN No. 123, Lack St. and Hudson Ave., Albany, N. Y.; William B. Phipps, Sec., 51 Howard St. Org. March 17, 1886; League Club March 17, 1886. 55 members.

Albion C. C., Albion, N. Y.

Albuquerque C. C., Albuquerque, New Mexico.

Alcazar B. C., St. Augustine, Fla.; Ernest W. Howatt, Sec. Org. June 1, 1888. 20 members.

Alert B. C., Hazleton, Pa.

Allegheny City Wheelmen, Allegheny City, Pa.

ALLEGANY COUNTY WHEELMEN No. 25, Friendship, N. Y.; S. G. Latta, Sec. Org. about May 20, 1882; League Club June 1, 1882. 18 members.

ALLEGHANY CYCLERS No. 104, Pittsburgh, Pa., Logan, Gregg & Co. League Club Jan. 1, 1884.

Alley Co. Wheelmen, E. I. Weaver, Box 342, Anglecia, N. Y.

Alliance B. C., Alliance, O.

Alpha C. C., Englewood, Ill.; A. Guthrie, Sec., 6717 Perry Ave. Org. April, 1889. 30 members.

Altoona B. C., Altoona, Pa.

AMERICAN B. C. No. 270, San Francisco, Cal. League Club May 16, 1890.

Americus C. C., Warren Ave., Chicago, Ill. Amsterdam Wheelmen, Amsterdam, N. Y.

Apollo Wheelmen, Allentown, Pa.

AQUILO CYCLERS No. 268, Covington, Ky. League Club May 9, 1890.

Ariel Cyclers, Cedar Rapids, Mich.; H. A. Barber, 48 Second Ave.

Arkansas C. C., Little Rock, Ark.

Atalanta Wheelmen, 402 E. North Ave., Baltimore, Md.; A. M. Warner, Sec., 511 Pennsylvania Ave. Org. Jan. 12, 1890. 25 members.

Atalanta Wheelmen, 11 Clark St., Newark, N. J.

ATHLETIC C. C., No. 221, Cincinnati, O. League Club May 17, 1889.

Athletic Wheel Club, Portland, Conn.

Attica Cyclers, Attica, N. Y.; L. C. Wilkie, Sec. Org. Spring 1888. 20 members.

Auburn C. C., Auburn, N. Y.; J. C. Hickok, Sec., Nat. Bank of Auburn. Org. 1885. 15 members. Augusta Wheelmen, Augusta, Ga.; Chas. A. Bland, Sec., Georgia R. R. Office. Re-org. Jan. 1, 1889. 30 members.

Auphuwalk W. C., Danielsonville, Conn.; Edwin P. Lyon, Sec. Org. Sept. 15, 1889. 9 members. Aurora C. C., Aurora, Ill.; Will H. Davis, Sec., 99 La Salle St. Org. Oct., 1887. 30 members.

Austin C. C., Austin, Ill.

Baltimore B. C., Baltimore, Md.

Baltimore C. C., 1521 Eutaw Place, Baltimore, Md.; J. Albert Arnold, Sec., 404 S. Eutaw St. Org. 1883. 126 members.

Battle Creek B. C., Zang Block, Battle Creek, Mich.; F. T. Raynor, Sec., 44 Poplar St. Org. Sept. 20, 1888.

Bay City Wheelmen, 17 Franklin St., San Francisco, Cal.; Calvin N. Langton, Sec., 1134 McAllister St. Org. Sept. 1, 1884. 75 members. Bay Shore Wheelmen, Bay Shore, N. Y.

BAY STATE B. C. No. 258, 35 Pearl St., Worcester, Mass.; B. A. Lamont, Sec., 17 Dix St. Org. Feb., 1887; League Club April 25, 1890. 49 members.

Beaver Falls B. C., Beaver Falls, Pa.

BELMONT CLUB WHEELMEN No. 264, Crocker Building, Taunton, Mass.; Walter B. Rogers, Sec., 45 Main St. Org. Jan., 1889; League Club May 2, 1890. 25 members.

Beloit Academy B. C., Beloit, Wis. BENTON HARBOR WHEELMEN No. 250, Benton Harbor, Mich.; Henry R. Huntington, Sec. Org. Feb. 6, 1890. 10 members.

BERGEN CO. WHEELMEN No. 260, Ridgefield, N. J. League Club April 25, 1890.

Berkshire Rovers, North Adams, Mass.; A. Affhauser, Sec. Org. April, 1889. 20 members. Binghamton W. C., 58 Court St., Binghamton, N. Y.; F. W. Newman, Sec., 15 Lydia St. 30 members. BLENNERHASSETT WHEELMEN No. 213, P. O. Box 444, Parkersburg, W. Va.; E. P. Lang, Sec.,

208 Third St. League Club Feb. 8, 1889. 20 members. Bloomington B. C., Bloomington, Ill.

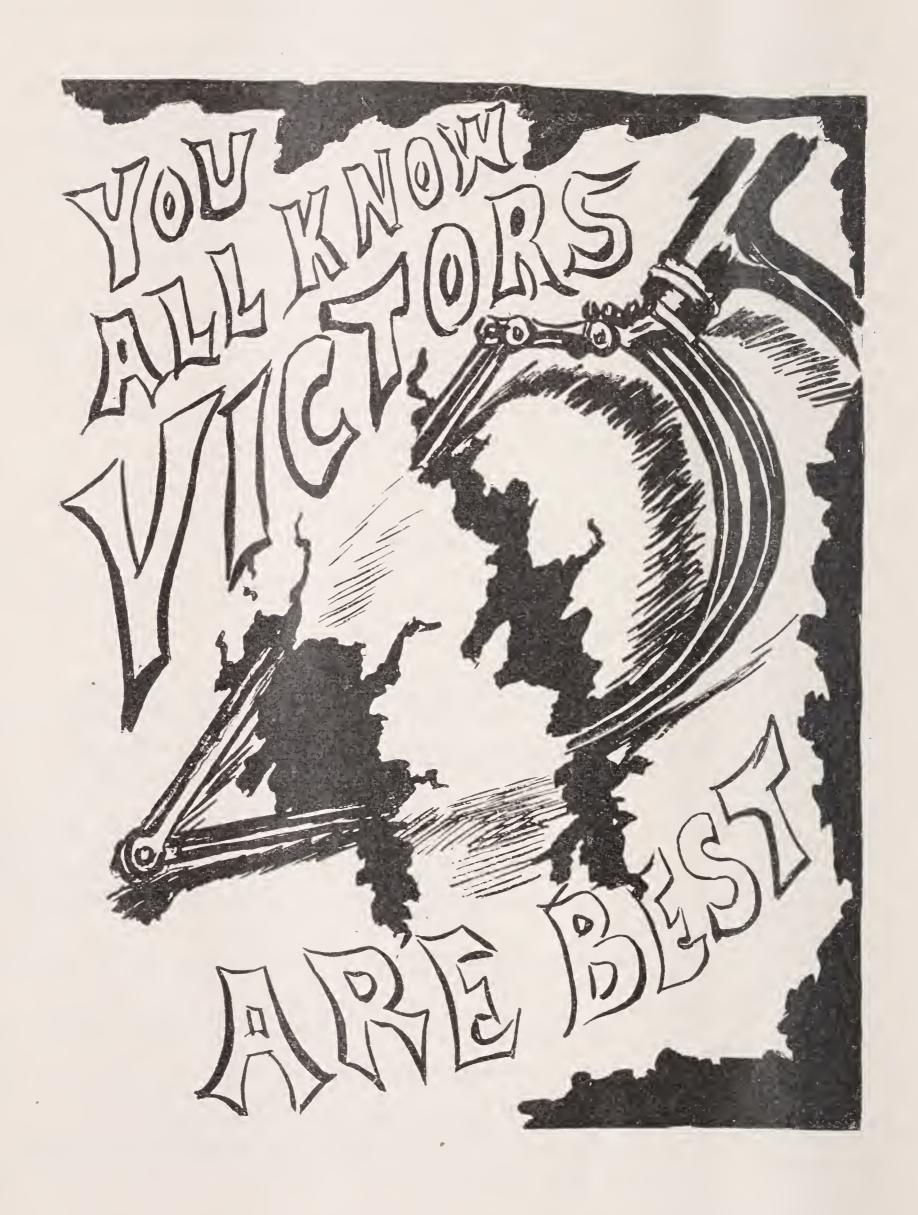
Blue Grass Cyclers, Frankfort, Ky.; J. P. Selbert, Sec., Box 35.

* Boston B. C., Boston, Mass.; J. S. Dean, Sec., 28 State St. Org. Feb. 5, 1878. 58 members.

Boston Press B. C., Boston, Mass.

Boston Rovers, Boston, Mass.

^{*} The first cycling club in this country.



REGISTRY OF BICYCLE CLUBS—Continued.

Boston Technology C. C., Boston, Mass.

Bourbon C. C., Bourbon, Ind.; C. M. Parks, Sec. Bradford B. C., Bradford, Pa.; J. R. Walker, Sec., 71 Elm St.

Bradford Wheelmen, Bradford, McKean Co., Pa.; S. S. Woodbury, Pres. Org. April, 1889. 30 members. Bridgeport W. C., Studio Building, Fairfield Ave., Bridgeport, Conn.; Henry C. Stevenson, Sec., 111 Golden Hill. Org. Dec. 8, 1888. 50 members.

Brighton B. C., Cincinnati, O. Bristol B. C., Bristol, R. I.

Bristol Co. Wheelmen, Barrington, R. I.; A. L. Atwater, Sec.

Brookline B. C., Boston, Mass.; Ed. W. Baker, Sec., 70 Killey St.

Brookville B. C., Brookville, Ind.

Brooklyn Ladies' C. C., 415 Quincy St, Brooklyn, N. Y.; Mrs. M. E. Dunn, Sec. Org. April 18, 1888. 25 to 30 members.

Brooklyn Ramblers, Brooklyn, N. Y.

BROWNSVILLE C. C. No. 220, Brownsville, Pa.; E. S. Michener, Sec. Org. March 18, 1887; League

Club May 10, 1889. 10 members.

Brunswick B. C., Masonic Hall, New Brunswick, N. J.; E. A. Waldron, Sec. Org. Dec., 1883. 22 members. BUFFALO B. C. No. 45, 132 College St., Buffalo, N. Y.; J. W. Aldrich, Sec., 64 Chapin Block. Org. 1879; League Club Sept. 5, 1883. 150 members (full limit).

Buffalo Mohawk B. C., Buffalo, N. Y.; Miss Kate B. Haff, Sec., 96 Mohawk St.

BUFFALO RAMBLERS B. C. No. 139, 531 Main St., Buffalo, N. Y.; Richard F. Kelsey, Sec., 124 North Division St. Org. Jan. 26, 1885; League Club July 26, 1885. 151 members.

Buckeye Rovers, Bucyrus, O.

California B. C., San Francisco, Cal.

Cambridgeport C. C., Cambridgeport, Mass.

Camden Wheelmen, 211 N. 5th St., Camden, N. J.; P. F. Nieukirk, Sec., 207 Cooper St. Org. 1885; Inc. 1888. 75 members.

Canton B. C., Canton, Ill.; J. L. Blackadore, Sec. Org. 1887. 14 members.

CANTON B. C. No. 40, Canton, O.; Will. G. Saxton, Sec., care First Nat. Bank. League Club July 25, 1883. 30 members.

Capital B. C., 409 15th St., Washington, D. C.; Lewes D. Wilson, Sec., 316 B. St., S. E. Org. Jan. 31, 1879. 125 members (active).

CAPITAL CITY C. C. No. 216, Phœnix, Arizona Ter.; W. L. Pinney, Sec., Box 71. Org. March 23, 1889; League Club May 10, 1889. 6 members.

Capital City Cyclers, Charleston, W. Va.

Capital City C. C., Springfield, Ill.; Phil. Ackermann, Jr., Sec., 1108 E. Washington St. Org. Sept. 23, 1887.

Capital City Wheelmen, Sacramento, Cal.; John Breuner, Jr., Sec. Org. June 19, 1886. 30 members.

Carrollton C. C., Carrollton, Ill.; A. J. Sharon, Sec. Org. 1889. 12 members.

Centaur C. C., 2117 E. Pratt St., Baltimore, Md.; C. L. Mitchell, Sec., P. O. Box 823. Org. Feb., 1887. 50 members.

CENTRAL CITY C. C. No. 125, Princeton City, Kan. League Club March 2, 1886.

Central City Wheelmen, Macon, Ga.

Central C. C., Junction City, Kan.

Century Wheelmen, 1606 N. Broad St.; Charles McGlathery, Sec., 1540 Park Ave. Org. April 22, 1886.

Chambersburg W. C., Gilmore Building, Chambersburg, Pa.; Bruce H. Schaff, Sec. Org. March 23, 1888. 52 members.

Charlestown Rovers, Charlestown, Mass.

Chatham C. C., Chatham N. Y.; Frank Bristol, Sec. Org. April, 1889. 15 members.

Chelsea C. C., Chelsea, Mass.; C. E. Walker, Sec.

Chelsea Ramblers B. C., 270 Broadway, Chelsea, Mass.; Walter L. Pratt, Sec. Org. June 10, 1886. 50 members.

Chenango Co. Cyclers, Norwich, N. Y.

Chenoa B. C., Chenoa, Ill.; W. D. Fales, Sec., Box 877.

Chesapeake Wheelmen, Fulton and Lafayette Aves., Baltimore, Md.; C. V. Storkloff, Sec., 310 N. Carey St. Org. April, 1887. 100 members.

Chester Co. Wheelmen, West Chester, Pa.; Edgar J. Parker, Sec. Org. Oct. 9, 1888. 15 members.

Chestnut Hill Wheelmen, Chestnut Hill, Philadelphia Pa. Chicago C. C., 57th St. and Lake Ave., Chicago; Charles H. Thorne, Sec., 113 Michigan Ave. Org. 1879. 320 members.

Chillicothe Wheelmen, Chillicothe, O.

CINCINNATI B. C. No. 14, 168 W. 8th St., Cincinnati, O.; Dr. C. R. Bush, Sec., 256 Vine St. Org. Sept. 2. 1880; League Club Oct. 12, 1880. 50 members.

Clarksville C. C., Clarksville, Mo.

Cleveland Strollers, Cleveland, O.; A. H. Adams, Sec., 1096 Willson Ave. CLEVELAND W. C. No. 265, Cleveland, O. League Club May 9, 1890.

Clover Wheelmen, Philadelphia, Pa.

Coldwater C. C., Coldwater, Mich.; Will. D. Bennett, Sec. Org. Spring of 1883. 25 members.

COLT B. C. No. 259, Colts Arms Co., Hartford, Conn. League Club April 25, 1890. COLUMBIA B. C. No. 229, Buffalo, N. Y. League Club June 21, 1889.

Columbia B. C., North Attleboro', Mass.; F. I. Gorton, Sec., Box 551. Org. March 10, 1880. 80 members.

Columbia B. C., Hartford, Conn.

Columbia C. C., 370 Asylum St., Hartford, Conn.; H. S. Seymour, Sec., 439 Capital Ave. Org. May 26, 1888. 60 members.

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Goods,

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Athletic Sports.

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REGISTRY OF BICYCLE CLUBS—CONTINUED.

Columbia C. C., 476 Pennsylvania Ave., Washington, D. C., Frank W. Donn, Sec., Government Printing Office. Org. June, 1889. 60 members.

COLUMBIA WHEELMEN No. 14, Stockport, N. Y.; Joshua Reynolds, Scc., Columbiaville. Org. June 14,

1883; League Club June 19, 1883. 8 members.

Conington B. C., Covington, Ky. Connecticut B. C., Hartford, Conn. Conneaut City C. C., Conneaut, O. Cortland Co. C., Cortland, N. Y.

CORTLANDT WHEELMEN No. 21, Peekskill, N. Y.; D. C. Hasbrouck, Sec. Org. Feb. 22, 1882; League Club Feb. 22, 1882. 7 members.

Crescent B. C., Boundary Ave. and Crescent St., Baltimore, Md.

Crescent B. C., 458 Louisiana Ave., N. W., Washington, D. C.; John S. Sheiry, Sec., 805 D St., N. W. Org. Aug. 16, 1889. 30 members.

Crescent B. C., Washington, D. C. Crescent C. C., Utica, N. Y.

Crookston B. C., Crookston, Minn.; W. F. Kelso, Sec. Org. May, 1888. 11 members.

Cycling Ramblers, Westminster; J. M. Reifsnider, Sec., Green St.

Dallas C. C., Dallas, Texas.

Danbury W. C., Danbury, Conn.; R. C. Beal, Sec., Ninth National Pahquioque Bank. Org. Aug. 30, 1887. 35 members.

Danville C. C., Beyer's Block, Danville, Ill.; Chas. P. Abdill, Sec., 35 N. Vermilion St. Org. June 10, 1889. 25 members.

Davenport B. C.; E. P. Brady, 1101 E. Front St., Davenport, Iowa. DAYTON B. C. No. 256, Dayton, O. League Club April 18, 1890.

Decatur C. C., Decatur, Ill.

Dedham B. C.; J. Y. Noyes, Box 137, Dedham, Mass.

Denver Ramblers, 1420 Larimer St., Denver, Col.; H. Vaux Croll, Sec. Org. June 30, 1887. 40 members.

Des Moines C. C., 213 W. 3d St., Des Moines, Ia.; W. P. Chase, Sec. Org. 1888. 75 members.

Detroit Wheelmen, 30 Bagley Ave., Detroit, Mich.; Hal. B. Doane, Sec., 262 Fort St. Org. April, 1879. 50 members.

Dorchester B. C., Dorchester, Mass.

Douglas C. C., Jackson Boulevard, Chicago.

Douglas C. C., 586 W. Taylor St., Chicago, Ill.; Meyer Norden, Sec., 260 S. Desplaines St. Org. June, 1888.

Du Bois W. C., Du Bois, Pa.; Charles L. Hay, Sec. Org. March 15, 1888. 15 members.

Dudley Association W. C., 21 Clifford St., Roxbury, Mass.; N. S. Robinson, Sec., 30 Vernon St. Org. May 4, 1889. 20 members.

Dunkirk B. C., Punkirk, N. Y.

Erie C. C., Erie, Pa.

East Saginaw B. C., East Saginaw, Mich.; W. L. Marr, Sec., 341 S. 7th St.

ELIZABETH WHEELMEN No. 35, 1203 E. Broad St., Elizabeth, N. J.; L. B. Bonnett, Sec., 414 S. Broad St. Org. June, 1883; League Club June 7, 1883. 55 members.

Englewood C. C., 6607 Wentworth Ave., Chicago, Ill.; T. E. Rees, Sec., 6053 Wentworth Ave. Org. April, 1888. 100 members.

Englewood C. C., Englewood, N. J.

ENGLEWOOD WHEELMEN No. 246, Englewood, N. J.; Ralph S. Maugham, Sec., Tenafly, N. J. Org. July 22, 1889; League Club Jan. 14, 1890. 40 members.

Erie C. C., 716 French St., Erie, Pa.; J. P. Slocum, Sec., 126 W. 5th St. Org. Aug., 1888. 50 members. ESSEX B. C. No. 3, Newark, N. J.; William S. Righter, Sec., 978 Broad St. Org. May 20, 1878; League Club May 31, 1880. 30 members.

EUREKA C. C. No. 269, Eureka, Cal. League Club May 9, 1890.

Evanston C. C., Evanston, Ill.; F. D. Allison, Sec.

EXETER B. C. No. 166, Exeter, N. H.; A. M. Dow, Sec. League Club April 24, 1887.

Fall River Ramblers, 95 N. Main St., Fall River, Mass.; Richard B. Deane, Sec., 16 S. Main St. Org. Aug. 1, 1889. 13 members.

Faragut B. C., Chicago, Ill.

FLEETING WING OUTING CLUB No. 253, St. Louis, Mo. Org. March 28, 1890. Flemington B. C., Flemington, N. J.; H. S. Fulper, Sec. Org. 1887. 14 members. Flint Wheelmen, Flint, Mich.; Allen J. Beach, Sec. Org. Sept. 12, 1887. 30 members.

Flower City Wheelmen, Rochester, N. Y.

FOREST CITY RAMBLERS No. 199, cor. Prospect and Brownell Sts., Cleveland, O.; John T. Huntington, Sec., care Brush Electric Co. Org. Feb., 1888; League Club May 23, 1887. 70 members.

Fort Edward Wheelmen, Fort Edward, N. Y. Fort Wayne B. C., Fort Wayne, Ind.

FOSTORIA B. C. No. 226, Fostoria, O.; S. Leroy Ghaster, Sec. Org. June 25, 1888; League Club June 7, 1889. 28 members.

Fountain City B. C.; A. E. Snyder, Bryan, O.

Fountain City B. C., Wauseon, O.

FRANKFORD B. C. No. 49, Frankford, Philadelphia, Pa.; Robert Matthews, 363 E. Orthodox St. Org. Nov. 30, 1883. 25 members.

Freehold Cyclers; W. D. Lake, Freehold, N. J.

Fremont B. C., Fremont, O.

Fremont W. C., Fremont, Neb.; F. I. Ellick, Jr., Sec. Org. May, 1889. 18 members.

Friends C. C., Providence, R. I.

Garden City Wheelmen, San Jose, Cal.; Fred. Black, Sec. Org. Oct. 5, 1886. 35 members.



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REGISTRY OF BICYCLE CLUBS—CONTINUED.

GENESEE B. C. No. 78, 8 Chestnut St., Rochester, N. Y.; Peter J. Dukelow, Sec., 47 Clifford St. Org. March, 1883; League Club April 3, 1883. 50 members.

Georgetown C. C., Georgetown, D. C.; R. Barnard Talcott, Sec., Treasury Dept., Washington, D. C.

Org. July, 1889. 12 members.

Glens Falls B. C., Glens Falls, N. Y. Grand Rapids B. C., Grand Rapids, Mich.

Grayville B. C., Grayville, Ill.; Frank E. Clarke, Sec. Org. 1887. 15 members.

Green Bay C. C., Green Bay, Wis.; W. H. Field, Sec. Org. Nov. 2, 1888. 12 members.

GREENVILLE WHEELMEN No. 200, Greenville, Miss.; Julius Goldman, Sec. Org. March, 1888; League Club April 6, 1888. 15 members.

Hagerstown B. C., 2nd National Bank Building, Hagerstown, Md.; Chester R. Hays, Sec., 24 W. Washington St. Org. May 26, 1884. 96 members.

HANNIBAL C. C. No. 272, Hannibal, Mo. League Club May 16, 1890.

HARLEM WHEELMEN No. 116; Fifth Ave., cor. 133d St., N. Y. City; Chas. Wendehack, Sec., 563 Walton Ave., P. O. Box 2345. Org. Nov., 1881; League Club Jan. 25, 1886. 60 members.

Hartford Wheel Club, 254 Main St., Hartford, Conn.; Everett C. Willson, Sec., Box 745. Org. Oct., 1885. 125 members.

Harrisburg B. C., Lochiel Hotel, Harrisburg, Pa.

Harvard B. C., Harvard College, Cambridge, Mass.; C. W. Spencer, Sec., 19 Garfield St. Org. 1879. 60 members.

Hastings B. C., Hastings, Mich.; G. F. Chidester, Sec., Box 389. Org. May 1, 1889. 12 members.

Hawthorne B. C., Boston, Mass.; J. W. Riley, Sec.

Hazleton Wheel Club, Hazleton, Pa.; T. Rees Evans, Sec., 229 E. Broad St. Org. April 1, 1890. 21 members.

Hempstead Ramblers, Hempstead, N. Y.

Hermes Wheel Club, Saybrook, Conn.

Hickory B. C., Stepney, Conn.

Hicksville Wheelmen, Hicksville, Ohio. Not a regular club.

Hillsdale B. C., Hillsdale, Mich.; W. A. Nash, Sec. Org. May 10, 1889. 19 members.

Hillside Wheelmen, Closter, N. J.

Holyoke B. C., 235 High St., Holyoke, Mass.; W. W. Case, Sec. Org. Sept. 1, 1884. 75 members.

Honesdale B. C., Honesdale, Pa.

HOOSIC WHEELMEN No. 119, Box 90, Hoosic Falls, N. Y. League Club Feb. 19, 1886.

Hornellsville B. C., Hornellsville, N. Y.; Geo. F. Newsom, Sec. 50 members.

Hudson County Wheelmen, 555 Communipaw Ave., Jersey City, N. J.; G. C. Thomias, Sec., 85 Hoboken

Ave. Org. 1880. 100 members. Humboldt Wheelmen, Humboldt, Iowa.

Huntington B. C., Huntington, L. I., N. Y.

Huntsville B. C., Huntsville, Mo.

Hyde Park Ramblers, Hyde Park Ave., Hyde Park, Mass.; Wm. W. Scott, Sec., 25 Wilton St. Org. Feb., 1886. 30 members.

ILLINOIS C. C., 1068 Washington Boulevard, Chicago, Ill.; Albert J. Street, Sec., Phœnix Building. Org. Aug. 10, 1886. 225 members.

INTERNATIONAL WHEELMEN No. 242, Niagara Falls, N. Y.; William M. Mahoney, Sec. Org. Sept. 1, 1889; League Club Oct. 18, 1889. 10 members.

Indianapolis Wheelmen, Indianapolis, Ind.

Ipswich Bicyclists, Ipswich, Mass. Jacksonville B. C., Jacksonville, Fla.

Jamaica B. C., Jamaica Plain, Mass. Jax Wheelmen, Jacksonville, Ill.

JEFFERSON COUNTY WHEELMEN No. 211, Steubenville, Ohio; W. W. Griffith, Sec. Org. Nov., 1888; League Club Dec. 7, 1888. 20 members.

Joliet C. C., Joliet, Ill. Joplin B. C., Joplin, Mo.

JUNIATA WHEELMEN No. 244, Huntingdon, Pa.; D. S. Drake, Sec. Org. May 1, 1888; League Club Nov. 29, 1886. 35 members.

Kankakee Ramblers, Kankakee, Ill.; Church G. Todd, Sec., 173 Court St. Org. December 14, 1887. members.

Kansas City Wheelmen, Kansas City, Mo.

Kearney C. C., Kearney, Neb.; F. B. Bicknell, Sec. Org. May 1, 1889. 35 members.

Kennebec Ramblers, Fairfield, Me.; Jas. O. Whittemore, Sec. Organized May 10, 1887. 30 members.

Kenton B. C., Cincinnati, O. Keokuk C. C., Keokuk, Ia.

KEYSTONE B. C. No. 13, Frankstown Ave. and Broad St., Pittsburg, Pa.; J. W. McGowin, Sec., 610 Wood St. Org. Dec. 14, 1879; League Club Oct. 12, 1888. 40 members.

Kings Co. Wheelmen, 1255 Bedford Ave., Brooklyn, N. Y.; W. C. Nellis, Sec., 1153 Pacific St. Org. March 17, 1881. 150 members.

Knickerbocker Ramblers B. C., Kankakee, Ill.

KNICKERBOCKER WHEELMEN No. 241, 17 Larned Building, Syracuse, N. Y.; R. J. Reddy, Sec., 133-135 East Water St. League Club Oct. 4, 1889. 30 members.

Knickerbocker Wheelmen, 1921 Vyse Ave., New York City.

Ladies' Buffalo Club, Buffalo, N. Y.

Lake View C. C., 60 Hawthorne Place, Chicago, Ill. Lancaster B. C., Lancaster, Pa.

L. & A. Wheelmen, Lewiston, Me.

Lansdowne Wheelmen, Lansdowne, Pa.; Morgan Bunting, Sec. Org. Feb. 21, 1889. 13 members.

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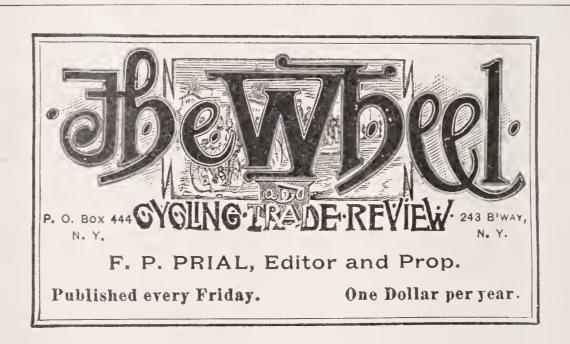
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I HAVE attempted to make The Wheel and Cycling Trade Review a credit to the sport — an accurate recorder of current events; to publish all the valuable data connected with cycling, that its volumes may be a veritable encyclopedia of that sport. The paper has the best corps of correspondents, and covers every event more exhaustively than any contemporaries. It has contained more cuts of new machines, articles on the hygiene of the sport, exhaustive reports of League meets and race meets, foreign news, touring information, and more of the better class of cycling literature than any other paper. To The Wheel might properly be given the credit of taking in hand the highway-improvement question and enlisting for it the interest of the cycling world. During the season of 1890 The Wheel will be a forty-page paper, and it will be represented at all the prominent gatherings of the year.

REGISTRY OF BICYCLE CLUBS—CONTINUED.

LANSING B. C. No. 101, Lansing, Mich.; R. B. Ransom, Sec. Org. April 16, 1889. 25 members.

La Porte Wheelmen, La Porte, Ind.; Ed. Weller, Sec. Org. 1880. 20 members.

Lawa Tourists, Ottawa, O.

Leadville Athletic Wheelmen, Leadville, Col.

Leavenworth Co. Wheelmen, Leavenworth, Kan.

Lexington Wheel Club, Lexington, Neb.; L. J. Danis, Sec. Org. March 1, 1886. 40 members.

Lima Wheel Club, Lima, O.

Lincoln C. C., 235 La Salle Ave., Chicago, Ill.; Wm. F. Hochkirk, Sec. Org. 1887. 225 members.

Lincoln Cyclers, East Boston, Mass.

Lincoln Wheel Club, Lincoln, Neb.; Arthur R. Edmiston, Sec., Room 22 Burr Block. Org. Sept. 10, 1888. 15 members.

LOCKPORT WHEELMEN No. 156, 135 Walnut St., Lockport, N. Y. A. S. Cooke, Sec., care Gas Co. Org. March 6, 1886; League Club March 23, 1886. 35 members.

Long Island Wheelmen, 1281 Bedford Ave., Brooklyn, N. Y.; Ulrico Palmedo, Cor. Sec., 201 Sterling Place.

Org. Nov., 1882. 125 members.

Los Angeles Wheelmen, 54 King St., Los Angeles, Cal.

Louisiana C. C., New Orleans, La.; E. M. Graham, Sec.-Treas., care C. H. Lawrence & Co. Org. June, 1887. Between 70 and 80 members.

Louisville C. C., 716 Second St., Louisville, Ky.; W. E. Rapp, Sec., care German Insurance Bank. Org. Aug. 11, 1888. 54 members.

Lynn C. C., Lynn, Mass.

Lynn Wheel Club, Lynn, Mass.

MAHONING C. C. No. 270, Youngstown, O. League Club May 9, 1890.

Malden B. C., Malden, Mass.

Manchester B. C., Manchester, N. H.

MANHATTAN B. C. No. 174, 263 W. 70th St., New York, N.Y.; Chas. A. Sheehan, Sec., 5 Vanderbilt Ave. Org. June 16, 1887; League Club June 16, 1887. 80 members.

Manistee Wheelmen, Manistee, Mich. Marion Co. Wheelmen, Hannibal, Mo.

Maryland B. C., Mount Royal Ave., Baltimore, Md.; A. C. Kenly, Sec. Org. March 14, 1882. 150 members.

Mason C. C., Mason, Mich.

Mattoon C. C., Mattoon, Ill.

Maverick B. C., East Boston, Mass.

McKeesport Cyclers No. 180, 115 Fifth Ave., McKeesport, Pa.; C. V. McLean, Sec., National Hotel. Org. Aug. 15, 1887; League Club Oct. 3, 1887. 25 members.

Medford C. C., Medford, Mass.; Ernest L. Copeland, Clerk. Org. Sept. 28, 1888. 48 members. Medina B. C., Medina, N. Y.

Melrose C. C., Melrose, Mass.

Memphis Wheelmen, Memphis, Tenn. Mercer Co. Wheelmen, Trenton, N. J.

MERCURY W. C. No. 52, Flushing, L. I., N. Y. League Club March 4, 1886.

Meriden W. C., Meriden, Conn.; Eugene A. Hall, Sec. Org. Dec., 1880. 100 members.

Middletown W. C, Middletown, Conn.; A. H. Rutty, Sec. Org. May 16, 1884. 25 members.

Milford W. C., Milford, Mass.

Millbury Wanderers, Millbury, Mass.

Milton Wheelmen, Milton, Pa.; Bertram Galbraith, Sec., cor. Broadway and Front St. Org. April 1, 1890. 10 members.

Milwaukee Wheelmen, Milwaukee, Wis.

MINNEAPOLIS B. C. No. 196, 55 S. 4th St., Minneapolis, Minn.; Wm. Monasch, Sec., 331 Hennepin Ave. Org. 1887; League Club April 27, 1888. 40 members.

Missouri B. C., 219 and 221 Cardinal Ave., St. Louis, Mo.; Edw. Woestman, Sec., 2707 N. Grand Ave. Org. July 24, 1881. 150 members.

Mount Carmel Wheelmen, Mount Carmel, Pa.

MOUNTAIN W. C. No. 102, Philipsburg, Pa.; Robt. L. Scott, Sec. Org. 1885. League Club Jan. 1, 1886. 30 members.

Mt. Pleasant B. C., Washington, D. C.

MT. VERNON C. C. No. 248, Mt. Vernon, O. League Club Feb. 14, 1890.

Mt. Vernon Wheelmen, Philadelphia, Pa.

Muskegon C. C., 303 Western Ave., Muskegon, Mich.

Narragansett Wheelmen, Narragansett, R. I.

Nashua C. C., cor. Main and W. Hollis Sts., Nashua, N. H.; A. H. Parkhurst, Sec., 27 Amherst St. Oct., 1886. 52 members. Natchez B. C., Natchez, Miss.

New Bedford C. C., Rooms 9 and 10 Cummings Building, New Bedford, Mass.; Wm. N. Jewett, Sec. Org. March 31, 1887. 70 members.

Newburg B. C., Newburg, N. Y. New Castle B. C., New Castle, Lawrence Co., Penn.; C. L. White, Sec., P. O. Box 1283. Org. June 1,

1884. 31 members. New Haven B. C., 173 Olive St., New Haven, Conn.; E. J. Perkins, Sec. Org. Jan. 24, 1880. 110 members.

New Haven C. C., 14 & 15 Opera Bl., New Haven, Conn.; H. A. Salls, Sec. Org. March 22, 1882. 35 members. New Haven Star Club, New Haven, Conn.

New Jersey Athletic Club, Bayonne City, N. J.; Jas. D. Boyd, Sec. Org. Nov., 1887. 560 members.

New Jersey Cyclers, Merchantsville, N. J.

NEW LISBON WHEELMEN No. 228, New Lisbon, Ohio; W. H. Pritchard, Sec. Org. May, 1889; League Club June 21, 1889. 7 members.

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REGISTRY OF BICYCLE CLUBS—CONTINUED.

New Orleans B. C., cor. Valence and Prytania Sts., New Orleans, La.; Chas. P. Chapman, Sec., Room 3 City Hall. Org. May 15, 1884; incor. June 15, 1885. 50 members.

Newport Cycling Wheelmen, Newport, R. I.

Newton B. C., Newton, Mass. Nevada Cyclers, Nevada, Mo.

New York Athletic Club, 104 W. 55th St., New York City; Frank D. Sturges, Sec. Org. Sept. 8, 1868.

2500 members.

NEW YORK B. C. No. 1, 146 West End Ave., New York; W. E. Findley, Sec. Org. Dec. 18, 1879; incor. July 13, 1887; League Club May 31, 1880. 150 members.

NIAGARA FALLS B. C. No. 97, Niagara Falls, N. Y.; H. W. McBean, Sec., 98 Pine St. Org. Sept., 1885; League Club Dec. 18, 1885. 62 members.

Nicholasville Wheelmen, Nicholasville, Ky.; C. A. Kenney, Sec. Org. 1889. 15 members.

North Easton Wheel Club, North Easton, Mass.; Frederick Porter, Sec. Org. June 7, 1887. 20 members.

Norfolk C. C., City Hall Ave., Norfolk, Va.; J. Hugh Henry, Sec. Org. May, 1878. 60 members.

Northampton C. C., Northampton, Mass. Norwalk Wheel Club, Norwalk, Conn. Noxasippi B. C., Little Falls, Minn. Oakland B. C., San Francisco, Cal.

OAKLAND WHEELING CLUB No. 214, 177 41st St., Chicago, Ill.; E. B. Macmillan, Sec. Org. May 11,

Oak Leaf Wheelmen, Masonic Temple, Lodi, Cal.; Chas. H. Wood, Sec., 255 Main St. Org. Nov. 15, 1886. 60 members.

Oak Park B. C., Chicago, Ill.

Oak Park C. C., Oak Park, Ill.; Oren L. Cox, Sec. Org. Feb. 28, 1889. 50 members.

Oberlin College B. C., Oberlin, O.

OIL CITY WHEELMEN No. 218, Oil City, Pa.; J. M. Reed, Sec. Org. June 15, 1890; League Club May 10, 1889. 25 members.

Olathe Wheelmen, Olathe, Kan.; H. Keefer, Sec. Org. Sept. 8, 1887. 8 members.

Old Dominion Wheelmen, Richmond, Va.; J. T. Butler, Jr., Sec., 627 E. Broad St. Org. 1886. 30 members. Omaha W. C., Omaha, Neb.

Oneida B. C., Oneida, N. Y. Oneonta W. C., Oneonta, N. Y.

ORANGE WANDERERS No. 96, Orange, N. J.; John E. Clark, Sec., 3 Arlington Place, East Orange, N. J. Org. June 18, 1884; League Club Dec. 16, 1885. 35 members.

Osceola W. C., Osceola, Ia. Ottawa B. C., Ottawa, Ia.

Ottawa C. C., Ottawa, Ill.; Herbert C. Wiley, Sec. Org. Nov. 13, 1887. 32 members.

Ottawa Wheelmen, Ottawa, Kan.; C. N. Brown, Sec. Org. Sept., 1887. 10 active members.

Outing B. C., Cambridge, Mass. Outing C. C., San Francisco, Cal.

Outing W. C., care Y. M. C. A., Springfield, Mass.; Geo. C. Grime, Chairman, 449 Main St. Org. 1888. 30 members.

Oxford Wheelmen, Philadelphia, Pa.

Painesville Ramblers, Painesville, O.; J. W. Gage, Sec., Box 520. Org. April, 1888. 12 members.

Palm Leaf Wheelmen, Fresno, Cal.; W. W. Stocker, Sec. Org. July, 1889. 20 members.

Passaic Falls Wheelmen, Paterson, N. J. Passaic Wheeling Club, Passaic, N. J. Pastime C. C., Chicago, Ill.

Paris B. C., Paris, Ill.

Park Avenue Wheelmen, Philadelphia, Pa.

Patapsco Wheelmen, Ellicott City, Md.; Carl Sykes, Sec. Org. May 15, 1887. 10 members.

Paterson Wheelmen, Paterson, N. J.

Pathfinder B. C., Cooperstown, N. Y.; C. J. Burrell, Sec. Org. 1887; re-org. 1889. 15 members.

Pawtucket Wheelmen, Providence, R. I.

P. E. A. Club, Exeter, N. H.

Pennsylvania B. C., 3940 and 3942 Girard Ave., Philadelphia, Pa.; Lee R. McKinstry, Sec., 307 Walnut St. Org. Aug. 3, 1882; inc. Nov. 25, 1885. 185 members.

Penn Wheelmen, Reading, Pa.; Frank E. James, Sec., P. O. Box 820. Org. March 25, 1889. 75 members. Peoria B. C., Peoria, Ill.; H. S. Hopkins, Sec., Room 10 Chamber of Commerce. Org. Jan. 23, 1881; inc. Nov. 13, 1889. 54 members.

Philadelphia B. C., 26th and Perot Sts., Philadelphia, Pa.; H. A. Blakiston, Sec., 215 S. 41st St. Org. May 22, 1879. 150 members.

Phillips Academy B. C., Andover, Mass.

PINE TREE WHEELMEN No. 262, Portland, Me. League Club May 2, 1890.

PLAINFIELD B. C. No. 34, Plainfield, N. J.; Geo. C. Martin, Jr., Sec., 32 W. 8th St. Org. 1880; League Club May, 1883. 95 members.

PORKOPOLIS WHEELMEN No. 252, Cincinnati, O. League Club March 21, 1890.

Port Huron Wheelmen, Port Huron, Mich.; H. A. Dixon, Sec. Org. May, 1888. 20 members.

Portland W. C., Portland, Me.

Portsmouth C. C., Portsmouth, Va.; W. N. White, Sec. Org. 1877. 30 members.

Potomac Wheelmen, Cumberland, Md.

Poughkeepsie B. C., 11-19 Catharine St., Poughkeepsie, N. Y.; H. S. Thurston, Sec., 372 Main St. Org. Jan. 1887; inc. Sept., 1887. 50 members.

Preemption Wanderers, Preemption, Ill.

Princeton Bicycle Cranks, Princeton, Ill.

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REGISTRY OF BICYCLE CLUBS—CONTINUED.

Princeton B. C., Princeton, Ill.; Frank A. Johnson, Sec., Box 486. Org. April 25, 1888. 15 members.

Prospect Wheelmen, Brooklyn, N. Y.

Providence High School Wheelmen, Providence, R. I.

*PROVIDENCE LADIES' C. C. No. 251, 74 Stewart St.; Mrs. Josephine Barker, Sec. Org. Feb. 4, 1890; League Club March 4, 1890. 17 members.

QUAKER CITY WHEELMEN No. 186, Salem, Ohio. League Club June 6, 1887.

Quaker City Wheelmen, Salem, Mass.

QUEENS COUNTY WHEELMEN No. 238, Richmond Hill, N. Y.; Robert B. Kimber, Sec. Org. April 21, 1888; League Club Sept. 6, 1889. 13 members.

Quincy B. C., Quincy, Ill.; Frank W. Osborn, Sec., 438 N. 7th St. Org. April 7, 1886. 36 members.

Quincy Rambler C. C., Quincy, Ill.; D. Frank Deaderick, Jr., Sec., 304 S. 3d St. Org. June 17, 1888. 35

Quixote C. C., Room 34 Daggett Building, Haverhill, Mass.; Sewell L. Ford, Sec., Box 24. Org. 1887. 15 members.

RACINE B. C. No. 116, Racine, Wis.; M. B. Hart, Sec. Org. Feb. 10, 1886; League Club, Feb. 11, 1886. 30 members.

Rafield Roadsters, Colorado Springs, Col.

Ramblers B. C., Omaha, Neb. Rambler C. C., Quincy, Ill. Rambler C., Baltimore, Md. Ramblers C. C., Cincinnati, O.

Rambling Wheelmen, 348 Main St., Bridgeport, Conn.; Chas. G. Watson, Sec., Evening Farmer Office.

Org. July 1, 1887. 80 members. Rambling Wheelmen, W. Stratford, Conn.

Ravenna Wheel Club, Ravenna, O.

Reading B. C., 418½ Penn St., Reading, Pa.; Wm. Schrader, Sec. Org. 1881. 40 members.

Reno Ramblers, Reno, Nev.; Frank A. Barnes, Sec., Golden Eagle Hotel. Org. March 3, 1889. 15 members. RHODE ISLAND WHEELMEN No. 153, 222 Benefit St., Providence, R. I. League Club Feb. 4, 1887. RICHLAND RAMBLERS No. 112, Mansfield, O.; C. S. Carter, Sec. Org. Jan. 1886; League Club June 25, 1886. 35 members.

RIVERSIDE WHEEL CLUB No. 181, 108th St. and Boulevard, N. Y. City. Org. Oct. 4, 1887.

Rochester B. C., Rochester, N. Y.

ROCKINGHAM B. C. No. 11, Box 1271, Portsmouth, N. H.; W. C. Walton, Sec. Org. May 8, 1880; League Club Oct. 2, 1888. 26 members.

ROME CYCLERS No. 247, Box 70, Rome, N. Y.; G. Linn Prescott, Sec., 110 W. Court St. Org. Jan., 1889; League Club Feb. 7, 1890. 20 members.

Roselle Ramblers, Roselle, N. J.; John L. Warner, Sec. Org. 1884. 15 members.

Rovers C. C., East Providence, R. I.

Rovers C. C., Hancock Sq., Charlestown, Mass.; F. W. Libby, Sec.-Treas., 28 Essex St. Org. March 27, 1886. 30 members.

Roxbury B. C., 109 Warwick St., Boston, Mass.; John J. Fecitt, Sec., 111 Conant St. Org. June, 1886. 40 members.

Ruff Wheelmen, Richmond, Ky.

Ruralists B. C., St. Joseph, Mo. Rushville C. C., Rushville, Ill.; John S. Bagby, Sec. Org. July 16, 1889. 20 members.

Russiaville Rovers, Russiaville, Ind. Rutherford Wheelmen, Rutherford, N. J.

Saco Wheelmen, Biddeford, Me.

SALT LAKE SOCIAL WHEEL CLUB No. 261, Salt Lake City, Utah; Harry R. Browne, Sec., 251 Main St. Org. Feb., 1890; League Club April 25, 1890. 29 members.

Salt Lake C. C., Salt Lake City, Utah; A. W. Caine, Sec., care U. P. Ry. Office. Org. May, 1889. 24 members.

San Antonio C. C., San Antonio, Texas.

San Francisco B. C., 1820 O'Farrell St., San Francisco, Cal.; John C. Spencer, M.D., Sec., 813 Sutter St. Org. Dec. 13, 1878. 45 members.

Schenectady B. C., Box 386, Schenectady N. Y.; August Henke, Sec. Org. 1884. 12 members.

SCRANTON B. C. No. 17, 545 Washington Ave., Scranton, Pa.; B. P. Connolly, Sec., 510 Lack Ave. Org. June 20, 1881; inc. May 8, 1888; League Club June 30, 1881. 62 members. Sedalia Cyclers, Sedalia, Mo.; F. E. Hoffman, Jr., Sec. Org. May 31, 1888. 15 members.

Sheffield B. C., Sheffield, Ala.

Shreveport Wheelmen, Shreveport, La.

Silver Gate Wheelmen, San Diego, Cal.; Frank A. Stephens, Sec., 757 11th St. Org. July, 1889. 20 members. Sioux City Wheel Club, Sioux City, Iowa.

Social Cyclers, Milwaukee, Wis.

Social Wheel Club, 1645 Curtis St., Denver, Col.; Mark E. Harris, Sec., care Appel & Co., 16th and Larimer Sts. Org. Jan. 18, 1888. 70 members.

SOCIAL WHEELMEN No. 249, South Bend, Ind.; Schuyler Colfax, Sec. Org. Jan. 12, 1890. 36 active, 2 honorary members.

Somerville C. C., Somerville, Mass.; F. N. Kerr, Cor. Sec., 50 Highland Ave. Org. July 14, 1884. 80 members.

South End B. C., Philadelphia, Pa.

South End Ramblers, Worcester, Mass.

Southington Wheel Club, Southington, Conn.

^{*} The first ladies' club to join the League.





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South End Wheelmen, 1726 S. Broad St., Philadelphia; George Caryl, Sec., 1636 Rosewood St. Org. Dec. 4, 1886. 115 members.

SPENCER C. C. No. 266, Spencer, Iowa. League Club May 9, 1890.

Springfield B. C., 339 Main St., Springfield, Mass.; John W. Drown, Sec., Box 1019. Org. May 6, 1881. 65 members.

Springfield Rovers B. C., Springfield, Mass.

SPRINGFIELD WHEELMEN No. 158, Springfield, Ohio. League Club April 8, 1887.

Stamford Wheel Club, Stamford, Conn.

STAR B. C. No. 206, 7 Lafayette Ave., Detroit, Mich. League Club July 30, 1888.

Star Wheel Club, Cleveland, Ohio. St. Johns B. C., St. Johns, Mich.

St. Louis C. C., 2712 Pine St., St. Louis, Mo.; H. G. Wolzendorf, Sec., 209 N. 12th St. Org. Aug., 1889.

35 active members.
ST. PAUL C. C. No. 191, St. Paul, Minn.; Geo. W. Howard, Sec. Org. Aug. 24, 1887; League Club Feb. 17, 1888. 40 members. Streator C. C., Streator, Ill.

Steubenville B. C., Steubenville, Ohio. Suffolk Wheel Club, Boston, Mass.

SUSPENSION BRIDGE B. C. No 255, Suspension Bridge, N. Y. League Club April 18, 1890.

Swickley Valley Wheelmen, Swickley, Pa.

SYRACUSE C. C. No. 194, Drawer 103, Syracuse, N. Y. League Club March 16, 1888.

Taunton B. C., Taunton, Mass.

Technology C. C., 187 Boylston St., Boston, Mass.; Willard H. Roots, Sec., B. Y. M. C. Ass'n. Org. Oct. 1, 1885. 30 members.

Thomaston C. C., Thomaston, Conn.; George L. Bill, Sec., P. O. Box 241. Org. Sept. 24, 1886. 8 members.

TIOGA C. C. No. 39, 3426 N. 16th St., Philadelphia, Pa.; Winfield Van Deusen, Sec., 2100 Tioga St. Org. July 13, 1885; League Club July 13, 1885. 30 members.
TOLEDO C. C. No. 77, 324 Ontario St., Toledo, O.; J. A. Mackinnon, Sec., 409 Summit St. Org. 1885;

League Club May 27, 1885. 125 members.

Torrington W. C., East Litchfield, Conn.

Toulon B. C., Toulon, Ill.

TRENTON WHEELMEN No. 219, Trenton, N. J.; Walton M. Watson, Sec., P. O. Box 224. Org. Nov. 3, 1887; League Club May 10, 1889. 35 members.

Troy B. C., 612 Federal St., Troy, N. Y.; Benj. M. Turner, Sec., 577 First St. Org. Oct., 1881. 105 members. Tufts College B. C., Somerville, Mass.

TROJAN C. C. No. 257, Trojan, O. League Club April 18, 1890.

TUXEDO WHEELMEN No. 267, Tuxedo Park, N. Y. League Club May 9, 1890.

U. C. Wheelmen, Berkeley, Cal.

UNION COUNTY WHEELMEN No. 95, Westfield, N. J.; F. E. Reese, Sec. League Club Dec. 1, 1885. 10 members.

United Wheelmen, Kansas City, Mo. University of Georgia C. C., Athens, Ga. University Wheelmen, Oakland, Cal.

UTICA C. C. No. 263, Utica, N. Y.; E. Searls Jones, Sec., 131 Genesee St. Org. Feb. 13, 1890; League Club May 2, 1890. 50 members. Valley City Wheel Club, Sidney, Ohio; L. M. Studevant, Sec. Org. March 1, 1883. 20 members.

Vermont Wheel Club, Brattleboro', Vt.

Victor C. C., Relay, Md., P. O. St. Denis, Md.; Peice Gilbert, Sec. Org. May, 1889. 18 to 20 members.

Victor Wheel Club, Chicopee Falls, Mass.; F. N. Withrel, Sec. Org. 1885. 25 members.

Vineyard Valley Wheelmen, Napa City, Cal.; Chris. Voigt, Sec. Org. May 29, 1889. 38 members.

Volunteer Wheel Club, Houlton, Me.

Waiontha B. C., Richfield Springs, N. Y.; Frederick Bronner, Sec. Org. 1885. 54 members.

Waltham C. C., Waltham, Mass. Wanderers B. C., Brooklyn, N. Y. Wanderers B. C., Oxford, Mass.

Wappinger W. C., Wappinger's Falls, N. Y.

Warren C. C., Warren, Pa.; Dr. W. W. Freeman, Sec. Org. March, 1889. 40 members.

Washington C. C., 1023 12th St., Washington, D. C.; W. C. Babcock, Sec., Second Auditor's Office. Org. March 31, 1883; inc. May 25, 1885. 39 members.

Washington C. C., 653 W. Adams St., Chicago, Ill.; E. A. Chisholm, Sec., 337 Rialto Building. Org. July 22, 1889. 75 members. Watch Factory B. C., Peoria, Ill.; W. H. H. Murray, Sec., 627 Moss Ave. Org. June 13, 1889. 16 members.

Waterloo B. C., Waterloo, N. Y.

Waukesha Wheelmen, Waukesha, Wis.; J. B. Christoph, Sec. Org. April, 1888. 15 members.

Wellsboro' Wheelmen, Wellsboro', Pa.

WESTCHESTER COUNTY WHEELMEN No. 239, New Rochelle, N. Y.; Robert F. Safford, Sec. Org. July 11, 1889; League Club Sept. 20, 1889. 30 members.

West End B. C., 80 W. Main St., Rochester, N. Y.; L. G. Mabbett, Sec., 17 Madison St. Org. Jan. 1889. 120 members.

WEST JERSEY CYCLERS No. 254, Camden, N. J. League Club April 11, 1890.

Westport Wheel Club, Westport, Conn.

Wethersfield B. C., Wethersfield, Conn.; G. H. Lankton, Sec.

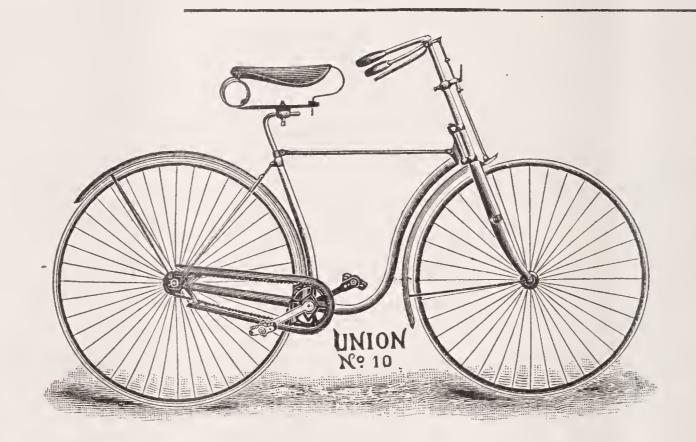
Wheeling Wheeling, W. Va.; H. C. Sweeney, Sec. Org. May, 1889. 45 members. Whitinsville B. C., Whitinsville, Mass.; W. W. Dudley, Sec. Org. Feb. 7, 1889. 40 members.

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Wichita C. C., 116 W. 3d St., Wichita, Kan.

WILKES BARRE B. C. No. 9, 20 W. Market St., Wilkes Barre, Pa.; W. H. Fregans, Sec. Org. May 29, 1880; League Club Aug. 7, 1880. 65 members.

WILLIAMSPORT W. C. No. 37, cor. 4th and Pine Sts., Williamsport, Pa.; F. J. Campbell, Sec., 335 Pine St. Org. June 10, 1883; League Club June 27, 1883. 50 members.

Wilmington W. C., 907 Shipley St., Wilmington, Del.; Chas. G. Guyer, Sec., 826 Market St. Org. 1885. 85 members.

Winchester Wheelmen, Winchester, Ver.

Winnetka B. C., Winnetka, Ill. WINONA B. C. No. 187 Winona, Mich. League Club Jan. 2, 1888.

Winsted W. C., Winsted Conn.

Wissahickon Wheelmen, Germantown, Pa.; W. H. Ball, Sec., 4653 Wakefield St. Org. July 26, 1888. 50 members.

Women's Wheel and Athletic Club, 671 Ellicott St., Buffalo, N. Y.; Ida C. Bender, M.D., Sec. Org. July 10, 1888. 80 members.

Woonsocket Wheelmen, Woonsocket, R. I.

Yale B. C., New Haven, Conn.

Y. M. C. A. B. C., Brooklyn, N. Y. Y. M. C. A. B. C., Springfield, O.

Y. M. C. A. B. C.; W. A. Jackson, Jr., Sec., 1409 York Ave., Washington, D. C.

Y. M. C. A. B. C., 113 Washington St., Indianapolis, Ind.

Y. M. C. A. B. C., Westfield, Mass.

Y. M. C. A. C. C., Orange, N. J. Y. M. C. A. WHEELMEN No. 184, New York City. League Club Dec. 20, 1887.

Y. M. C. A., New Orleans, La.

Y. M. C. A., Orange, N. J.

YONKERS B. C. No. 10, N. Y. & Northern R.R. Depot, Yonkers, N. Y.; Alex. R. Taylor, Sec., 163 Nepperhan Ave. Org. Nov. 19, 1879; League Club Aug. 7, 1880. 30 active, 20 associate members.

YORK COUNTY WHEELMEN No. 168, Biddeford, Me.; Harry Jose, Sec., Saco, Me. Org. Sept. 4, 1883; League Club May 4, 1887. 35 members.

YORK B. C. No. 220, York, Pa. League Club May 24, 1889.

Young Men's Gymnastic Club, New Orleans, La.

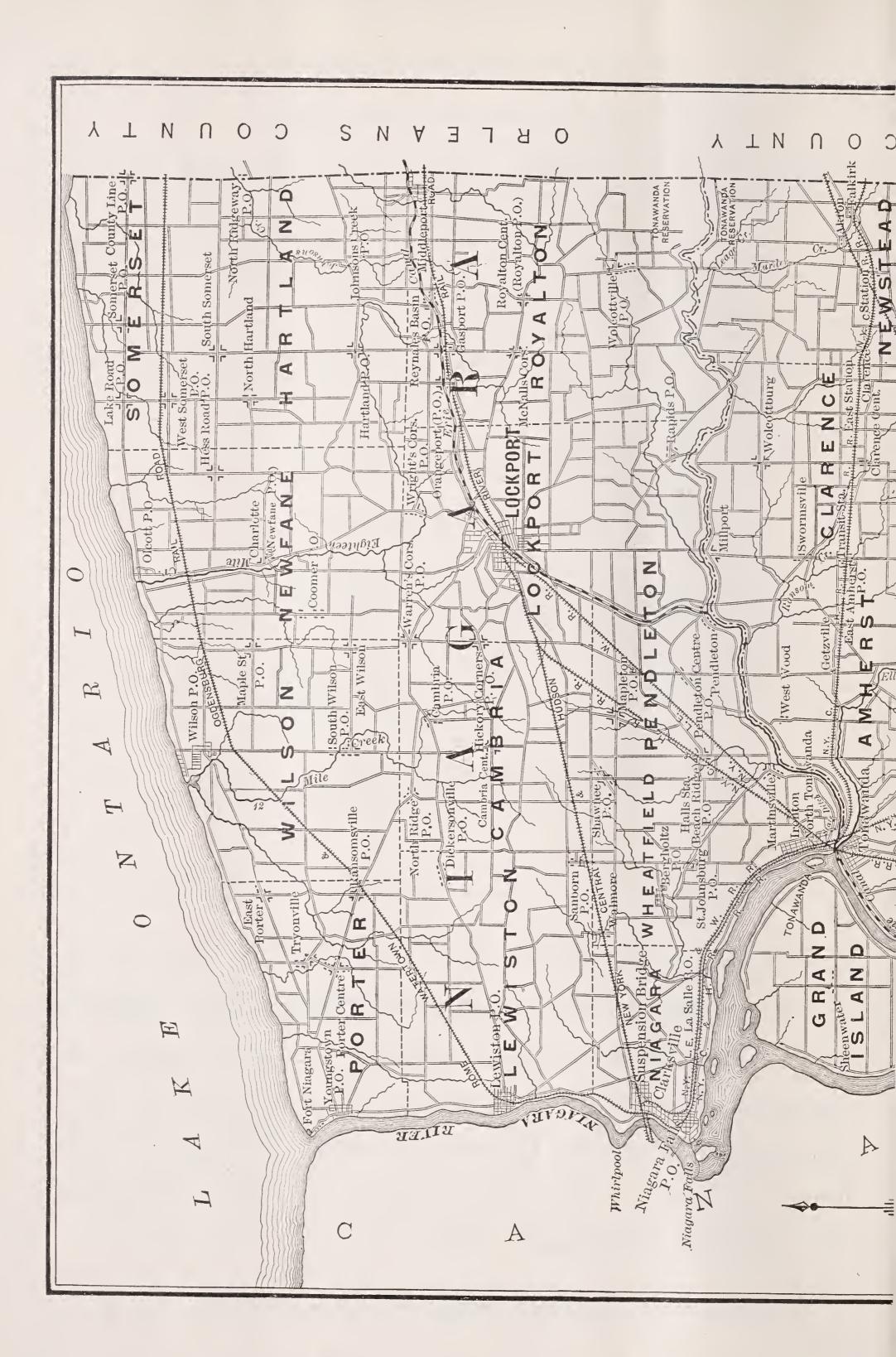
Youngstown B. C., Youngstown, O.

Zigzag B. C., cor. Porter Ave. and 14th St., Buffalo, N. Y.; Harry D. Gates, Sec., Club Headquarters. Org. April 10, 1888. 50 members.

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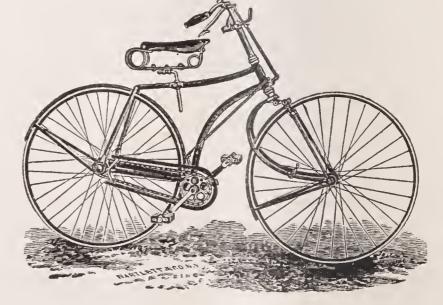
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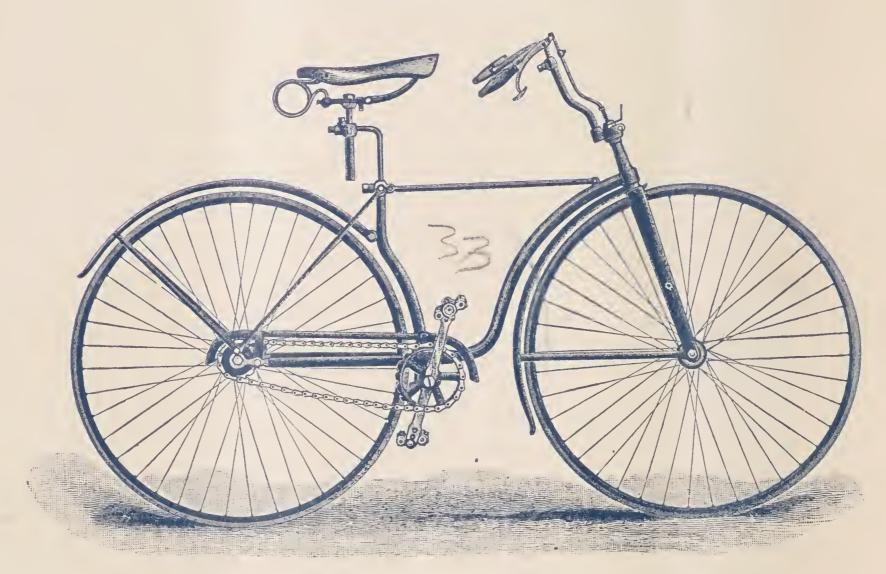
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